The Mining Journal
AND COMMERCIAL GAZETTE.

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SHARES IN VALUABLE AND IMPROVING MINES, RAILWAYS, &c.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property, will take place, by AUCTION, at the Mart, Thursday, the 16th of August, at Twelve o'clock, and will include SHARES IN VERAL IMPORTANT MINES of established consequence, and paying Dividends every two months, which are rapidly rising in value; and Shares in Scrip mpanies, Railways, Public Institutions, &c. Particulars may be had in due time the Mart, and of Mr. C. Warton, Auctioneer and Agent for every description Mining Property, No. 38, Threadneedle-street.

VALUABLE MINING PROPERTY.

MR. KIRKMAN is instructed to offer to PUBLIC COMPETITION, at his next Periodical Sale of Mineral Properties, unless previously posed of by private contract, a variety of SHARES in some of the most important and promising MINES in CORNWALL, including

TRESAVEAN,

hich has yielded and divided a profit amongst the fortunate proprietors exceeding Three Hundred and Fifty Thousand Pounds.

NORTH ROSKEAR,

hich is well founded in all necessary and useful machinery and materials, worth estimate from £12,000 to £14,000, and is now giving dividends every two months.

MARAZION,

hich is now in full operation, and from which regular and large dividends may be expected in the course of the present summer.

EAST POOL,

hich is now making large returns, and promises in a short time to be one of the most productive and profitable mines now working.

Also in Hallan Beagle, Trewavas, Trevaskus, Polbreen, Perran Consols, South owan, South Polgooth, British Silver Lead, Harmony and Montague, Trewolvas, revorgus, West Wheal Jewel, Treleigh Consols, Cornwall United Mining Association, Providence Mine (St. Ives), Wheal Providence, Gwinear, and many others.

Printed particulars may be had seven days previous to sale (of which due notice ill be given), on application to Mr. Kirkman, Mine and Mineral Estate Agent, , Pancras lane, London; or of his Agents, in all the principal towns in England. Shares in the above, and many other mines, at all times for Sale by Private Contact.—12, Pancras-lane, June 11.

VALUABLE COAL PROPERTY.

MR. LEIFCHILD has received instructions to offer for SALE, by Private Contract, an extremely valuable COAL PROPERTY, in South ales, affording a most advantageous situation for Copper Works, and the Anracite Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a ater level within the distance of a mile from the shipping place of an extensive avigable river, and communicating by easy and cheap conveyance with another rst-rate port in the principality. The Coal, which is bituminous, is universally pproved of; and the property, which possesses many sources of certain profit, resents a rare and eligible opportunity to capitalists and others wishing to embark manufactories requiring the use of coals. A full descriptive particular, with lan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 45, othbury, London.

TO BE SOLD, PURSUANT TO AN ORDER of the High Court of Chancery, made in a cause entitled The ATTORNEY-GENERAL BAINBRIGGE, with the approbation of William Wingfield, Esq., one of the asters of the said Court, at the Royal Hotel, Ashby-de-la Zouch, in the county f Leicester, on Tuesday, the 28th of August, 1838, in Four Lots, upwards of 224 TATUTE ACRES of valuable COAL, situate in the several lordships of Snibson, ondington-on-the Heath, Huggiescote, and Whitwick, in the County of Leicester. he Railway from Leicester to the Swannington and Whitwick Collieries, called e Leicester and Swannington Railway, runs between and near to some of the lots. Printed particulars, with a plan of the property, may be had (gratis) at the said aster's Chambers, Southampton-buildings, Chancery-lane, London; of Messrs. all and Son, Solicitors, New Boswell-court, Lincoln's-inn, London; Messrs. alby and Towle, Solicitors, Castle Donnington, Leicestershire; Messrs. Twigg nd Woodhouse, Civil Engineers, Ashby-de-la-Zouch, Leicestershire; and at the lace of Sale.

TO BUILDERS, BRICKMAKERS, and OTHERS.—To be SOLD or LET, by order of the Directors of the Birmingham, Bristol, and hames Junction Railway Company, a large quantity of FREEHOLD LAND, extending northwards from Shepherd's Bush. It contains BRICK-EARTH, of superior quality, in large quantities; has good roads and drainage, and is admirably dapted for the erection of Villa Residences. To suit the convenience of purchasers, will be disposed of in large or small portions, on advantageous terms.

Apply, for particulars, to Mr. George Godwin, surveyor to the company, at his ffice, 24, Alexander-square, Brompton, at which place, and also at the company's ffices, 1, Robert-street, Adelphi, a plan may be seen.—July 19.

SWANSEA HARBOUR IMPROVEMENTS.—CONTRACT No. 1.—CONTRACTORS for PUBLIC WORKS desirous of Tendering for e Excavation of the Waste Water Cut for the River Tawe, and other works conected therewith, may inspect the plan, sections, and specification, and form of ender for the same, on and after Tuesday next, the 17th instant, between the ours of ten and four o'clock, at the Office of the Harbour Trustees, Swansea, or hat of the Engineer, H. H. Price, Esq., 4, Parliament-street, London; and all enders must state the nature of the security offered, and be delivered personally,ealed and directed, to the Chairman of the Trustees of Swansea Harbour, before welve o'clock on Monday, the 6th of August.

Swansea, July 12. S. PADLEY, Clerk to the Trustees.

THAMES OMNIBUS STEAM-PACKET AND PIER COMPANY.

Capital £200,000, in 20,000 shares of £10 each. Deposit £2 per share. No call to exceed £2 per share, nor at less intervals than two months, twenty-ne days notice to be given. No liability beyond the amount of shares.

DIRECTORS.

George Lawson, Esq. | Edward Wilmot, Esq.
James Wyld, Esq. | Horatio Jackson, Esq.
Thomas Powell, Esq.

(With power to increase their number by a selection from the principal and most influential shareholders.)

BANKERS.

Messrs. Williams, Deacon, Labouchere, Thornton, and Co.

Temporary offices, No. 13, King William-street.

The full PROSPECTUS of this company is NOW READY for DELIVERY, on pplication at the offices of the company; of William Corfield, Esq., solicitor, No. 2, olton-row, May-fair; and, for the convenience of the public, at the principal otels and inns in Richmond, Isleworth, Brentford, Kew, Mortlake, Barnes, Hamersmith, Chiswick, Fulham, Putney, Wandsworth, Chelsea, Batterses, Vauxhall, imehouse, Rotherhithe, Deptford, Greenwich, Blackwall, and Woolwich.

The object of this company is to establish an uninterrupted chain of steam conveyance upon the Thames, between Richmond, London, and Woolwich, and all he intermediate places.

For this purpose the River Thames affords far greater facilities, as regards speed, heapness, and comfort, than the ordinary metropolitan roads, and it is no small atter of surprise, that the most obvious highway of communication between early Two Millions of people should until of late have been so entirely neglected. he only station on which there is even now any thing like a regular accommodation to the public, is from London Bridge to Greenwich. Between London ridge and Westminster the accommodation is not equal to the demand, and all he intermediate points are entirely neglected. From the west end of the town to reenwich there are no steam-boats, except those of the Woolwich Company, hich call at distant and irregular intervals as they pass—whilst, in relation to the p-river traffic, the inhabitants of Richmond, Kew, Brentford, Hammersmith, &c. c., are entirely neglected, the only boats passing those populous places being the xcursion boats to Richmond and back, which, as they leave town in the morning nd return in the evening, are to them utterly useless.

The Omnibus Steam-packets of this Company are intended to supply these defects, and to open new lines of accommodation in every direction in which passenger traffic may be found to flow between the two extreme points of their operation; hey will, therefore, embrace the whole traffic between Richmond, Isleworth, rentford, Kew, Hammersmith, Chiswick, Fulham, Putney, Wandsworth, Chelsea, atterses, Vauxhall, Westminster, Southwark, the City, Limehouse, Rotherhithe, eptford, Greenwich, Blackwall, and Woolwich, and will afford to the inhabitants f those populous districts the same regular and cheap means of intercourse by ater as the inhabitants on the line of the omnibusses between the City and Paddington now enjoy by land between those two points. The capital of the company placed at a much higher amount than by any estimate that can be now made ill be required. But as it is impossible to divine the extent to which this traffic ay reach, and as the original subscribers are entitled to all the advantages derivable from the increasing value of their shares, it has been thought prudent to extend e capital of the company so as to cover any possible contingency, and to enable to complete its operations at an early period, without inconveniencing the shareolders by frequent calls.

eceipts per annum, after deducting pier dues (estimated from data which are fully detailed in the prospectus)	£59,695	17	4
xpenses per annum, estimated at a very high scale £20,000			
uilding and repairs fund 5,000			
	25,000	0	0
Leaving a net profit of	£34,695	17	4

Being upwards of 17 per cent. on the whole amount of capital, should it ever be equired, and, consequently, a much greater per centage on a less amount, indeendently of the revenue arising from the piers, from which a large return is antispated.

To secure the distribution of shares to *bona fide* applicants only, it is expected hat all applications shall be accompanied by a deposit of 10s. per share on the number required, for which a provisional receipt will be issued, to be exchanged for ertificates of shares on the final allotment, which will take place within three eeks from such payment. Applications for shares to be made at the bankers; at e company's offices; and at the offices of William Corfield, Esq., solicitor; and be made according to the form contained in the prospectus.

CHARLES FREDERICK LYE, Secretary pro tem.

EDINBURGH AND GLASGOW RAILWAY COMPANY.—Notice is hereby given, that the Directors having determined immediately to proceed with the works, have this day made a first and equalising CALL of FIVE POUNDS on each share of the capital stock of this company, deducting the deposit money already paid thereon, payable on or before Friday, the 3d of August next, to the credit of the account kept by the company with any of the undermentioned Banking Companies:—

Glasgow—The Glasgow Union Bank.
Edinburgh—The National Bank, or Western Bank.
Liverpool—The Bank of Liverpool.
Manchester—Messrs. William Jones, Lloyd, and Co.
London—Messrs. Glyn and Co.

Discount, at the rate of £5 per cent. up to the said 3d day of August next, will be allowed on all calls paid previous to that day, and interest at the rate of £5 per cent. will be charged on all calls not paid by the said period.

And Notice is hereby also given, that the original shareholders who have subscribed the Parliamentary undertaking will be registered as the proprietors of the shares in respect of which they signed such undertaking, unless the holders of the scrip certificates for such shares claim to be registered as the proprietors of the same, and pay the said call on or before the said 3d August next, or on or before the General Meeting of the shareholders hereinafter mentioned. In each case in which original proprietors shall be so registered, the existing holders of scrip shall forfeit all interest and advantage in respect of the shares held by them, unless a transfer shall afterwards be made to them at their own expense in the mode required by the Act.

All parties paying the above call are required at the time of payment to give up to the bankers the scrip they now hold, with the names and addresses of the parties to be entered in the registry of the proprietors, in order that certificates under the seal of the company may be transmitted to them in exchange for such scrip.

Parties who have already paid £5 of deposit are requested to exchange their scrip for certificates in the like manner.

Notice is hereby also given, that the FIRST GENERAL MEETING of Shareholders under the Act will be held in the Black Bull Inn here, on Wednesday, the 15th August next, at Two o'clock afternoon, for the purposes specified in the Act of Parliament.

By order of the Directors,
Glasgow, July 9. JOHN LEADBETTER, Chairman.

GLASGOW, PAISLEY, KILMARNOCK, & AYR RAILWAY.

TO RAILWAY CONTRACTORS.

The Directors of this Railway will meet at their Office here on the 15th day of August next, at Twelve o'clock noon, to receive TENDERS for executing the following CONTRACTS on the line:—

Contract No. 10—Being that part of the line extending from Moss-street, Paisley, to a Peg marked No. 27, near to the Linwood-road. The length is 2700 yards, or thereabouts, and the contract will include the Cuttings and Embankments, which are considerable, and about Eight Road and other Bridges, with Fencing, Laying the Rails, and otherwise completing the Lot.

Contract No. 11—Being that part of the line extending from the Peg marked No. 27, to a Peg marked No. 57, at the Town of Johnstone. The length is 3013 yards, or thereabouts, and the contract will include, besides a considerable extent of Cutting and Embankment, Three Bridges over the Canal, and about Nine Road and other Bridges, with the Fencing, &c., as in Contract No. 10.

Or, at the option of contractors, both these contracts may be embraced in one tender.

The plans, sections, and specifications, with drafts of the contracts, will be seen here, or at Messrs. Grainger and Miller, Engineers, Edinburgh, on and after the 1st day of August next, and the Resident Engineer will be at the Saracen's Head Inn, Paisley, on the 6th and 7th August, at Ten o'clock forenoon, to accompany contractors along the line.

Security will be required for the proper execution of the contracts, and the directors reserve power to accept of any tender, whether it be the lowest or not.

13, Gordon-street, Glasgow, July 11. J. H. HUMFREY, Secretary.

SOUTH-EASTERN RAILWAY.—Tunbridge Division.—Contract A.—The Directors will meet at the Office of the Company, 10, Coleman-street, London, on Tuesday, the 4th day of September next, at half-past One in the afternoon precisely, to receive TENDERS for the EXECUTION of the WORKS comprised in this contract. The earth works consist of between 300,000 and 400,000 cubic yards of cuttings, to be carried to embankments at the average distance of one mile. The other portion of the contract will comprise certain parish road and accommodation bridges, culverts, and drains, and the fencing of the line of railway lying between the Hastings turnpike-road at Tunbridge, and the public road at Tudeley. The whole will be let by a schedule of prices to be tendered for all the various kinds of works as measure works.

Plans and specifications of the works, with conditions of tender and contract, will be ready for inspection, and printed forms of tender may be obtained, on and after the 31st inst., at the Office of the Company, and also at the Office of the Resident Engineer, at Tunbridge, Mr. P. W. Barlow, who will afford any information on the spot. Any further information may be obtained upon application to William Cubitt, Esq., the principal Engineer to the company, at his Office, 6, Great George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any tender be admitted except made in the printed form of the Company, nor unless it be delivered at the Office of the Company before One o'clock on the day of meeting.

By order of the Directors,
Railway Office, July 3. J. S. YEATS, Secretary.

WESTERN MINING ASSOCIATION.

For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)

Capital £100,000, in 20,000 shares of £5 each. Deposit £1.
Subsequent calls not to exceed £1 per share in any one year.

DIRECTORS.

Philip Frith | William Chippendale
Jonathan Barrett | Joseph Sterry, jun.
Henry Aggs | Russell Jeffrey.

AUDITORS.

John Poulter | Henry Sterry.

MANAGERS IN CORNWALL—E. A. Crouch and W. Dymond, Penzance.
BANKERS—Surrey, Kent, and Sussex Banking Company, 71, Lombard-street.

SOLICITOR AND SECRETARY.

Frederick Bankart, 34, Clement's-lane, Lombard-street.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation. It has hitherto been conducted on a small scale, but its constitution was framed with a view to its operations being extended, as soon as circumstances should render such a step desirable. That the time for such extension is now arrived, will be apparent from the fact, that, at the present moment, Mine shares may be purchased much under the lowest estimate of their value.

The directors are empowered, by their deed of settlement, to issue, in lieu of shares, scrip certificates, to any parties who may prefer them. These will render unnecessary the signing of any deed, but will entitle the holder to an equal participation of dividends to be receipted on the scrip; and scrip certificates may be converted into shares at any time by the holder executing the deed of settlement.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

REMARKS.

It is a common occurrence in Cornwall for mines to be abandoned for want of funds, even when their further prosecution would be likely, in the opinion of most experienced miners, to be attended with complete success. Some of the richest mines now worked were thus prematurely abandoned by the original adventurers, and the present companies reap the benefit of large sums expended by the former proprietors. Where whole mines are not thus abandoned, shares are continually being given up to prevent the liability of further calls: in such cases the value of the materials on the mine is payable *pro rata* to retiring adventurers, but not until a year or two have elapsed. These shareholders would, therefore, naturally much prefer disposing of their interests to parties who would pay such value immediately. Shares in mines that are progressing quite as satisfactorily as was calculated on, when the adventures were commenced, but raising ores insufficient as yet to meet the expenditure, are often to be purchased much below their value, merely from inability in the holders to continue their advances, or on account of the general scarcity of capital.

Mines and shares in mines, now making and likely to continue to make handsome profits, may sometimes be purchased by parties on the spot, at prices much below what would be considered a fair value in London.

To make such opportunities of laying out capital available to parties at a distance from Cornwall, the means are afforded by the "Western Mining Association," under the direction of a Board in London, with managing agents in Cornwall, who attend to the company's interests in the conduct of the mines or shares of mines already possessed by the Association, as well as in the purchase of new shares. They, however, make no purchases except under instructions from the Board of Directors, to whom they forward the opinions of confidential and experienced miners on proposed investments. They are also precluded from being concerned in any other mine business whatsoever, and from supplying materials to any mine, except under peculiar circumstances, to be approved of, in writing, by the Board of Directors.

Besides purchasing shares, the Association is ready to treat for the exchange of the shares or scrip of the Association for mine shares; and the directors invite applications of this kind, being well aware that it is often for the interest of parties resident at a distance from the mines to exchange, at a low value, such property for shares in an Association like the present.

In conclusion, the directors would observe, that it is not the least valuable feature of this Association, that it is peculiarly calculated to lessen the risks attendant on mining; for, if it be true, as is generally admitted, that mining, as a whole, is profitable, notwithstanding many undertakings are, in the opinion of competent judges, hopeless from the beginning, and many hopeful ones are prematurely abandoned, it follows, that to invest capital in selected mine shares, with a view to an average profit, is a fair and legitimate undertaking; and as opportunities are continually presented of purchasing mines for the mere value of the materials upon them, after many thousands of pounds beyond such value have been expended upon the works—of which outlay the Association will reap the benefit—it may reasonably be anticipated that the average profit in this Association will be a high rate of profit; and experience proves that such has been the result in private companies based on similar principles.

BASTENNE AND GAUJAC BITUMEN COMPANY.—The directors are now prepared to CONTRACT for the LAYING DOWN, or to SELL the BITUMEN and MINERAL TAR, with instructions for their use for FLOORING, PAVING, and ROOFING. Their applicability for all these purposes has been proved for years, while, among its advantages, it may be stated that it is impervious to cold and damp, and more durable and less expensive than stone or slate. The Mineral Tar will be found to preserve cordage and timber, and to serve for caulking ships and other similar purposes, to an extent incomparably superior to any other material yet used. Samples and particulars may be obtained at the office.

R. FOULERTON, Secretary.

28, Moorgate-street, July, 1838.

IMPROVEMENTS IN STEAM-BOILERS, and in OTHER PROCESSES OF EVAPORATION.

A Patent has lately been taken for "Improvements in Heating and Evaporating Fluids," by the employment in these processes of heated-air kept separate and apart from the smoke and product of the fuel, by means of which a saving is effected of from 22 to 33 per cent. in the fuel used in steam-boilers; and a much larger saving in other processes of evaporation, such as Distillation, Brewing, Dyeing, the Making of Paper, Salt, Sugar, and other manufactures where steam is now used for boiling or evaporating fluids.

The Patentee proposes to give a license, free of charge, for the endurance of the patent, to the amount of a consumption of 4000 tons of coal yearly to each person who shall first use these improvements in any particular branch of manufacture. If his own consumption of fuel does not extend to that amount of fuel, the profit will be so made up to him by an allowance from payments on licenses thereafter granted to other parties in the same line of manufacture.

The Patentee will also give licenses gratis to all Engineers, to make apparatus for persons to whom licenses to use the improvements have been previously granted; and he will farther make them an annual allowance or per centage on all payments to him for licenses to use the apparatus granted, on their application.

All information will be given by Mr. Hugh Morton, Engineer, Leith-walk, Edinburgh, at whose works the boiler of a steam-engine in actual operation may be seen and inspected.

Letters may be addressed to Mr. William Bell, 9, Queen-street, Edinburgh.

ANTI DRY-ROT COMPANY.—At a General Meeting of the Shareholders, held on Thursday, the 12th of July, 1838,

WILLIAM REVELL VIGERS, Esq., in the chair,

The following report of the directors was read:—

The directors of this company have taken the earliest opportunity that circumstances would permit, to summon a meeting of their shareholders, in order to place before them a summary of their proceedings, and to state their views as to the present and future prospects of the company.

They need hardly state to the shareholders how important it would have been for their interests had they succeeded, at the present time, in obtaining an extension of the term of the patent, and every possible exertion was made in order to accomplish that desirable end. They, in the first instance, had a bill prepared and presented to Parliament, for the extension of the patent, upon the principle of offering an equivalent to the Government and the public, by a reduction of the rate of charge. This bill passed the first reading, but was not further proceeded with, in consequence of the Board of Trade, when it stood for the second reading, declaring the Privy Council to be the proper tribunal to which the company ought to apply. In consequence of this declaration of the Board of Trade, the case was brought before the Privy Council, which refused to take it, at present, into consideration, on the ground that there was ample time for the shareholders to reap an abundant harvest, the patent being now so well established in public opinion, and eight years of its term remaining unexpired.

The directors consider they were fully justified in their application for an extension of the term, not only for the benefit of the shareholders, but on the strength of their case; for the nature of the invention is such, that many years of the patent have necessarily expired, before the public have become thoroughly convinced of its efficacy; and the very circumstance of the Admiralty having occupied so many years in experiments, is proof sufficient of the delays to which the process has been subjected, by a department of the Government to which the discovery, in a national point of view, is of such paramount importance.

The Ordnance Department has, after long and severe experiments, adopted the process in every department of that service, and the directors intend immediately to renew their applications to the Admiralty, in consequence of the following important recent occurrence.

The Dutch Government instituted, some years since, a most extensive comparative trial, in five dock-yards, on various descriptions of timber, extending over 214 pieces, in order to test the merit of Kyan's process.

A commission, consisting of one counsellor of the Home Department, and three chief builders of the Dutch Navy, was recently appointed, in order to report the result, and it appears from their report, unanimously agreed, that the experiments were most triumphantly successful; the Dutch Government have, in consequence, ordered the adoption of the process in all their dock-yards, and have officially notified that the immediate use of the process for the Dutch navy may be publicly made known to this country. The directors of this company have entered into a very advantageous arrangement to supply the corrosive sublimate, a considerable quantity of which they have already shipped.

The shareholders will perceive, that apart from any pecuniary advantage resulting from the adoption of Kyan's process, by a Government of such known caution, the moral effect must be of incalculable advantage to the best interests of this company, inasmuch as it at once puts at rest all doubts of its efficacy and value, and will prove to our own Government, and to ship-owners, that every trial, however severe, if fairly conducted, tends to establish it more completely.

The directors will cause the said official report to be printed and distributed, so that the public may perceive with what minuteness and care the experiments have been made.

The directors, in the face of so many proofs, have nevertheless not only to contend with the prejudices, but also with the interests of many who imagine they are more likely to be benefitted by the decay of timber than by its preservation.

Notwithstanding these heavy drawbacks, they have to congratulate the shareholders on the steady increase of the process throughout the kingdom, and they consider that the thanks of the company are due to those enlightened architects and engineers, who, being satisfied of its efficacy, have adopted it in all their various undertakings; for the directors have the pleasure to inform the shareholders, that every architect and engineer of any eminence in the kingdom, not only introduce it in their specifications for works, but recommend it wherever their influence extends.

The effect of this powerful patronage on the part of architects and engineers, is certainly very great, yet the directors are bound, in candour, to state, that they still encounter prejudices where they should least have expected them, viz., among the ship-builders—they had conceived that an invention so eminently calculated for the preservation of life and property, would be generally acceptable, impartially investigated, and universally adopted by that class of persons, and such they feel must ultimately be the result; in the mean time they cannot too forcibly impress on every shareholder the necessity for individual exertion among their connection, who may be shipowners, to make known the invention, and explain its merits, under the full conviction that they are recommending a process of tried and certain efficacy, and of immense importance in every point of view, to one of the greatest interests in this kingdom.

The directors have convened the present meeting for the purpose of acquainting the shareholders as to the steps they recommend to be taken in regard to the accounts of the company, and a declaration of a dividend.

The shareholders must be aware that, pending the application for an extension of the term, it was necessary, for obvious reasons, that the accounts of the company should be suffered as it were to remain in abeyance; many negotiations for licenses, both public and private, were made contingent on the result, and all payments on account of them were suffered to stand over.

At the last general meeting, it was decided that land should be purchased at Gloucester, but the directors are of opinion, that however valuable such land may ultimately become, it would be more consistent with the original views of the company, to dispose of such portions as may not absolutely be required for the operations of the company, and they intend immediately visiting Gloucester, to carry such purpose into effect.

It is therefore proposed, in order to arrange the several matters in questions satisfactorily, with full benefit to the interest of the company, and to collect the large amounts due for revenue, corrosive sublimate, and licenses, that the accounts should be made up to the 30th September next, and that this meeting shall adjourn to Monday, 22d October, when a further report, and also a statement of the accounts, will be laid before the proprietary, which the directors confidently rely will be highly satisfactory, and will amply justify a declaration of Dividend of £2 per share, payable in November, which it is their intention at that time to announce.

The directors have further to state that as in December next, the period of their official term expires, they have determined to resign, at the meeting in October, when it will remain with the shareholders to form the direction anew, for which the present directors will be eligible.

In conclusion, the directors can, with confidence, affirm, that the present position of the company is most satisfactory, and justifies them in expecting that each succeeding year will greatly increase their revenues by the general adoption of the process, both in the United Kingdom and the Colonies, and the directors feel deeply gratified that their exertions have brought into general knowledge and practical operation one of the most important and useful discoveries that has ever been known in the civilized world.

The Report of the Directors having been read,

It was moved by Simeon Warner, Esq., and seconded by John Middleton, Esq., and resolved unanimously,

That the Report now read be received, and printed at the discretion of the directors.

Resolved unanimously, That F. Waller, Esq., and W. Heseltine, Esq., be auditors of the accounts of the company.

It was moved by Samuel Amory, Esq., and seconded by James Norris, Esq., and

Resolved unanimously,—That the cordial thanks of the shareholders be given to the directors for the zeal and ability with which they have conducted the affairs of the company, and that this resolution be appended to the report.

Resolved unanimously,—That this meeting do adjourn until Monday, the 22d October, at which time a dividend of £2 per share will be declared payable in November next.

W. R. VIGERS, Chairman.

It was moved by Captain Ewbank, seconded by S. N. Barber, Esq., and

Resolved unanimously,—That the cordial thanks of this meeting be given to William Revell Vigers, Esq., for his able conduct in the chair this day.

WILLIAM MORGAN, Secretary.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

SATURDAY.

Mails on Railways Bill—Three petitions against; ordered to lie on the table.—Order for further consideration of report read; bill recommitted; considered in committee; to be reported on Monday next.

MONDAY.

Bank of Ireland—Petitions against renewal of the charter, from shareholders of the London Joint-stock Banking Company, directors of the London Joint-stock Bank, Keils, and Waterford; referred to select committee on Joint-stock Banks.

Steam Vessels—Petition of Cadogan Williams, praying that experiments may be made by the Admiralty to ascertain a safe mode of constructing boilers for steam vessels; ordered to lie on the table.

Dean Forest Mines Bill—Lords amendments agreed to.

Dean Forest Encroachments Bill—Lords amendments agreed to.

Mails on Railways—Bill reported; ordered to be read the third time on Wednesday.

Sea Coast Fisheries (Ireland) *Bill*—Committee put off for three months.

TUESDAY.

Mediterranean Postage—Bill "for imposing rates of postage on the conveyance of letters by packet boats between places in the Mediterranean and other parts," presented, and read first time; to be read second time on Thursday, and to be printed.

WEDNESDAY.

Message from the Lords—That they have agreed to the Fishguard Harbour (No. 2) Bill, and National Loan Fund Life Assurance Society Bill, without amendment.

Trading Companies Bill—Petition of the Chamber of Commerce and Manufactures of Greenock, against; ordered to lie on the table.

Mails on Railways Bill—Third reading deferred till to-morrow.

Joint-Stock Banks Committee—Power to report minutes of evidence.—Report brought up, and read; ordered to lie on the table, and to be printed.

THURSDAY.

Mails on Railways Bill—Two petitions against, from the London and Greenwich Railway Company, and Northern and Eastern Railway Company, ordered to lie on the table.

Bank of Ireland—Petition from Kilkenny, against any powers being given to the exclusion of Joint-stock Banks; ordered to lie on the table.

Fossil Remains—Copy presented of Memorial presented to the Chancellor of the Exchequer, recommending the purchase of fossil remains for the British Museum [ordered 6th July]; ordered to lie on the table.

Mails on Railways Bill—Read third time; clause added; amendments made; bill passed.

FRIDAY.

Mr. Speaker reported the Royal Assent—To the Dean Forest Encroachments Bill; Dean Forest Mines Bill; Kingstown and Dublin Harbour Bill; Festiniog Railway Bill; Eastern Counties Railway Bill; Birmingham and Derby Railway Bill; Fishguard Harbour (No 2) Bill; and the National Loan Fund Life Assurance Society Bill.

Joint-Stock Banks—"Bill to amend the law relative to legal proceedings by certain Joint-Stock Banking Companies against their own members, and by such members against the companies," presented and read first time; to be read second time on Monday next, and to be printed.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Several bills were brought from the Commons, read the first time, and ordered to be printed; and several bills before their lordships were forwarded a stage.—The Benefices Pluralities Bill was read the third time, and, after some more new clauses, passed.

TUESDAY.

The Earl of ABERDEEN presented a petition from holders of Spanish indemnity bonds, and urged on the government the propriety of enforcing the fulfilment of the treaty under which those bonds issued. Lord MELBOURNE said that its fulfilment had been urged, but that measures of reprisal could not be enforced without endangering still more the chances of the claimants upon the Spanish government.—The International Copyright Bill was read the third time and passed.—Several other bills were then forwarded a stage.

WEDNESDAY.

Several bills were read the third time and passed.—The Imprisonment for Debt Bill, with the Commons' amendments, was returned.—Mr. F. MAULE brought up the Registration of Voters Bill, the Arms (Ireland) Bill, the Turnpike Acts Continuation Bill, the Turnpike Roads (Ireland) Bill, and the Constable of the Peace (Public Works) Bill, all which were read the first time.

THURSDAY.

The Church Discipline Bill was withdrawn.—The Prisons (Scotland) Bill was considered, and proposed to be referred to a select committee.

FRIDAY.

The Royal Assent was given, by commission, to a great number of public and private bills.—Lord BROUGHAM presented a Bill on the subject of "Copyrights," for facilitating appeals as well as for the prolongation of copyright. It was read the first time, and ordered to be printed.—The Tithes (Ireland) Bill and the Mails on Railways Bill were brought up from the Commons.—The Tithes (Ireland) Bill was read the first time, and the second reading fixed for Tuesday.—The Municipal Corporations (Ireland) Bill was read the third time and passed.

HOUSE OF COMMONS.

SATURDAY.

The Land Tax Redemption Bill was read the third time and passed.—The further consideration of the Gibraltar Lighthouse Bill was deferred.—The report of the Parliamentary Burghs (Scotland) Bill was adopted, and the third reading of the bill was fixed for Monday.—The Mails on Railways Bill was re-considered on re-commitment, after some interesting conversation on the subject, Mr. WALLACE having ineffectually interposed the suggestion of delay, for the purpose of securing a better bill, as the monopolies of railway companies were already not only so extensive, but so likely to lead to injurious consequences as far as the public interests were concerned.—The Court of Chancery (Ireland) Bill was read the third time and passed.

MONDAY.

The Mails on Railways Bill was reported, and ordered to be read the third time on Wednesday.—The discussion was resumed on Mr. Langdale's adjourned clause (to be added to the Prisons Bill), empowering magistrates to appoint religious teachers in certain cases, where the average number of prisoners might be of opinions different from the established church; and, after much discussion, it was carried on a division.—The house then went into committee on the Tithes (Ireland) Bill, and very important discussions arose on the sentiments and propositions of Sir R. Peel regarding the arrears of tithes already due.

TUESDAY.

The reports of the Turnpike Acts, and the Turnpike Acts (Ireland) Continuance Bills were received and agreed to.—The Administration of Justice (New South Wales) Act "continuation" Bill went through committee.—The Arms and Gunpowder (Ireland) Act "continuation" Bill was reported.—The Gibraltar Lighthouse Bill went through committee.—The lords' amendments to the Poor Relief (Ireland) Bill were then taken into consideration, and after an extended and desultory discussion were generally adopted.—Several other orders of the day, the Registration of Electors Bill, the Post-office Bill, &c., were afterwards disposed of.—The Imprisonment for Debt Bill was read the third time and passed.—The Recovery of Tenements Bill was read the third time and passed.

WEDNESDAY.

Several bills were read the third time and passed.—Mr. LUCAS inquired what course it was intended to take with respect to the report of the railway commission, Ireland. Lord J. RUSSELL observed, that as the report would be attended with very considerable expense, it could not be circulated very extensively. Mr. WALLACE said that it was of immense importance to the country that this information should be generally diffused, and he believed the expense, whatever it might be, would be well laid out if the country received the benefit of it. He hoped the noble lord would take the matter into consideration, and have the document circulated as extensively as possible.—Lord J. RUSSELL stated, in answer to Mr. Hume's inquiries, that the accounts of the Duchies of Cornwall and Lancaster could not be prepared so expeditiously as other accounts, as no part of them had before been presented to the house.—The Commons' disagreement to the lords' amendments of the Poor Relief (Ireland) Bill were, in a conference, forwarded to the lords.

THURSDAY.

Mr. LABOUCHERE moved the third reading of the Mails on Railways Bill. Mr. EASTHOPE objected to the measure as an invasion of the rights of private property. Any one who would take the trouble of looking at the evidence which had been taken on the subject would find that the evidence was all one way, and the resolutions of the government all the other. Those resolutions and the principle of this bill were totally at variance with the evidence; and yet those who were connected with railways, and who were opposed to this invasion of their property, were represented as a set of rapacious speculators, who would wish to put the post-office revenues into their pockets. He was sorry that the government, which he had generally the honour to support, should be considered an anti-railway government, and should give its support to such a measure. The bill was then read a third time.—Mr. LABOUCHERE brought up a clause, by way of rider, limiting the responsibility of lessees of railroads to 1000*l.* in any one year; which, after a few words from Mr. A. YATES, was agreed to. The bill was then passed.—Mr. HUME presented a petition against the renewal of any exclusive privileges in favour of the Bank of Ireland, and intimated that he should bring forward his declaratory resolution on the subject to-morrow.—The third reading of the Tithes (Ireland) Bill was carried by 148 to 30.

FRIDAY.

Mr. HUME moved, "That the exclusive privileges now enjoyed by the Bank of Ireland are injurious to the best interests of that country; and it is, therefore, most expedient and just to place, as soon as possible, the banks of Ireland on a footing of equality." The CHANCELLOR of the EXCHEQUER entered into explanations regarding the joint-stock banks, the committee thereon, &c., and declared that he should next session bring forward the question involved in the motion, and on that ground he trusted that it would not be pressed, to which Mr. Hume agreed.—The House resolved itself into a committee of supply, which occupied the remainder of the evening.

RAILWAY INTELLIGENCE.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line from July 22d to 27th was 29,676, producing 748*l.* 8s. 6d. Amount received from July 17th to 23d at creek, 44*l.* 5s. 1d.; footpath, 10*l.* 3s. 10d.

GREAT NORTH OF ENGLAND RAILWAY.—The works of this great undertaking, at Northallerton and its vicinity, are now in full progress. The cutting down of the Castle-hills furnish immense materials for erecting the lofty mounds and batteries, and filling up all vacancies in making the perfect level of the line for a very great distance to the southwards, towards North Otterington. From the circumstance of Roman, Danish, and Saxon coins having frequently been dug up in former excavations, the expectations of the antiquarian (with respect to coins) has so far been disappointed, none in this undertaking having yet been found; but, not so in other respects, for the excavators in cutting through the walls and foundations at the foot of this ancient Roman station, have met with several curious pieces of stone, one in particular, in a high state of preservation when found, being the upper part of a votive altar, with inscriptions upon it; but, unfortunately, like other stones of great antiquity, and equally interesting, it was soon demolished by the workmen, to fill up the vacancies on the north end of the first railway-bridge.—On Wednesday evening, about six o'clock, the massive bridge, over the Willow Beck, being the second on the line, south of the Castle-hill, Northallerton (and nearly finished), suddenly came down with a tremendous crash, by which three workmen have been most severely injured. Most of the workmen had left a short time previous to its fall, or the consequence might have been fatal to many of them. It is somewhat remarkable that a great many of the workmen dined under the arch on the noon of that day, so that its fall was not anticipated.

RAILROADS IN BELGIUM.—The railroad from Brussels to Ostend is advancing with admirable rapidity, and that from Ghent to Lille proceeds with equal speed. We are assured that the latter will be completed in November, 1839.

IRISH RAILWAY COMMISSION.—The report of the commissioners has at length appeared. The commission was appointed by the House of Lords in the year 1836, for the special purpose of examining upon the spot, and, therefore, with the advantage of seeing the various localities, such of the railways for which bills had been sought up to that time. The object of this proceeding was understood to be, to prevent the waste of the time of the Legislature in discussing the merits of so many bills as were then coming forward for railways in Ireland, and to save the parties themselves the enormous expenses which were incurred in the conveying of witnesses to England, either in support or in opposition to the various railway lines. Now, however, that the labours of the commissioners have been brought to a close, it appears that the report is not in favour of any line whatever, but comes to the conclusion that no line of railway in all Ireland will pay the shareholders more than four per cent, and, consequently, that none should be allowed to be made by private enterprise, but that "the government" should take the railway system into its own management.

EXPENSE OF MAKING RAILWAYS.—The expense of making the London and Birmingham Railway will average about 45,000*l.* per mile, the Midland 20,000*l.*, the Birmingham and Liverpool 20,000*l.*, and the Birmingham and Derby 18,000*l.*

EASTERN COUNTIES RAILWAY.—The works of this undertaking are proceeding very rapidly. A small part of the line is completed; and a gentleman assures us, that he travelled over a part of it at the rate of fourteen miles an hour. The company have completed this portion to facilitate the progress of the works, and the engine which is employed upon it drags fifty waggons loaded with materials. The contracts for the works to Romford have been signed, and the time stipulated for their completion is three months and two weeks. We understand that workmen have commenced their labours on this line, near the Whalebone Turnpike, at the ten-mile stone.—*Essex Herald.*

SELBY RAILWAY.—As an evidence of the increase of travelling attributable to the formation of railways, at present the number of passengers through Selby, on a moderate calculation, amounts to 600 daily, whilst the number in a corresponding season, previous to the Leeds and Selby Railway did not exceed fifty.

LONDON AND SOUTHAMPTON RAILWAY.—On the 1st of September next, this railway will be open as far as the Great Western Road leading to Exeter, and the Southampton end as far as Winchester—making the whole fifty-three miles of this great undertaking completed.

NORTHERN AND EASTERN RAILWAY.—A jury assembled at Edmonton on Saturday, the 21st inst., to assess the compensation to be paid to the devisees of Mushett by this company for six acres of land taken from, and consequential damage to, the Nightingale Hall farm, occupied by Mr. Boards. Compensation claimed, 7200*l.*; award of the jury, 2305*l.*

SURVEY OF LANCASTER AND DUDDON SANDS.—Mr. Hague is proceeding with his survey of Duddon Sands. The distance from Dunnerholme to Borwick rails, in a direct line, is but a mile and a half, though at present it is necessary to ride three or more miles. The borings taken by Mr. Hague to ascertain the substratum are at about three chains' distance, or near 100 yards. In boring, Mr. Hague has found sandstone at only seven feet from the surface. We understand that Mr. Hague thinks it far from unlikely that coal may be found in this locality. Mr. Hague domiciles at Dalton, at Broughton on the Lancaster side of Duddon, and Holborn Hill on the Cumberland side, with a view to acquaint himself with all that can be learned respecting the locality in which he is at present engaged. To the foregoing, for which we had not room last week, we have now to add, that Mr. Hague has finished the survey of Duddon, and commences upon Ulverstone sands immediately, with every expectation and certainty of a like favourable result.—*Lancaster Guardian.*

LONDON AND GREENWICH RAILWAY.

[*From a Correspondent.*]

Capital originally raised	£400,000	
Borrowed on bonds	183,000	
Raised by the creation of new shares	150,000 —	733,000
Deduct value of land to be disposed of		80,000
Nett cost of the railway		£653,000

on which a dividend of 5 per cent. per annum will amount to 32,650*l.*

The receipts last year, although the line is finished only to Deptford, having been about 42,000*l.*, it may be fairly assumed that, when open to Greenwich, a very considerable increase will take place, say, for example,

Present receipts	£42,000	
Add for increase of fare, one-half	21,000	
Ditto of traffic, ditto	21,000 —	84,000
Deduct for annual expenditure, wear and tear, &c., which, taking the present scale of expense as our data, may be estimated at..		24,000
Nett profit per annum		£60,000

being about 10 per cent. on the capital embarked.

No notice is here taken of the income which may eventually arise from the rental of more than seven hundred arches about to be rendered habitable; or of the revenue to be derived from the tolls payable by the several railways now in progress to Croydon, Brighton, Dovor, Portsmouth, Southampton, Maidstone, Sandwich, Deal, Gravesend, Rochester, Canterbury, Ramsgate, and Margate; as well as from the direct communication of the line with the Grand Southern Railway depôt, and Steam Ship Docks at Deptford, and the extensive Zoological and Botanical Gardens about to be added to the already numerous attractions at Greenwich—a combination of resources which, when fully developed, cannot fail to realise the most sanguine expectations. All the arches are now built to Greenwich, and will be completed by the 1st September.

ANTI DRY-ROT COMPANY.

It will be observed, by an advertisement in our columns of this day, that this company is rapidly advancing in public estimation, so far as the merits of the patented process of which they possess the right is affected, illustrated as such is by the circumstance recorded of its having been adopted by "the Ordnance Department, after long and severe experiments." This in itself is well calculated to satisfy the most sceptical, knowing as we do the scrutiny which the introduction of any novel process undergoes before its application is sanctioned by a department so important as that to which we refer. We observe, too, by the report, that the Dutch Government, who instituted some years since a most extensive comparative trial, in five dock yards, on various descriptions of timber (214 pieces in all), in order to test the merits of the process, have lately determined on its adoption in *all* the dock yards. The report is now before us, from which it appears, that a commission, consisting of one counsellor of the Home Department, and three chief builders of the Dutch navy, was appointed, in order to report the result, who unanimously agreed, that the experiments were most triumphantly successful, and the Dutch Government, as we have already remarked, have, in consequence, ordered the adoption of the process in *all* their dock yards, and have officially notified that the immediate use of the process for the Dutch navy may be publicly made known to this country. The directors have, it appears, entered into a very advantageous arrangement to supply the corrosive sublimate, a considerable quantity of which has been already shipped.

It is a matter of surprise to us, that our government have not directed their attention to a process which is of so much importance to our navy, while we regret to find, that much apathy is evinced on the part of shipowners generally. How to account for this, we know not, except by supposing that private interests would be seriously affected, as the necessity of repairs would be less frequent, and consequently that any improvement, by the application of Kyan's process, will not meet with that support which its merits demand, until public attention shall be directed to the subject, so as to compel government to adopt a process calculated to promote our national interests, and to effect a considerable saving in the heavy expenditure attending our dock yards.

Returning to the report of the commissioners appointed by the Dutch Government, which bears date 21st May last, we find that numerous trials have been made with various descriptions of timber and placed under circumstances which afforded every opportunity of testing the value and utility of the process; from all these, the issue was successful, and the determination at which the government have arrived, is the surest proof of the importance they attach to the patent. We shall on an early occasion, make an extract from the report to which we have referred.

We are given to understand that some returns are to be moved for this day (Saturday) in the House of Commons, by Sir Robert Price, which are likely to produce a discussion on the merits of the process.

"FORTUNE'S EPITOME OF THE STOCKS & PUBLIC FUNDS."

BY JOHN FIELD, JUN.*

Of this work, which has undergone thirteen editions, the present may be considered not as a reprint, but an original work, such is the superiority of that before us to the former editions, both with reference to the extent of useful matter contained, and the detailed information on subject of the various loans which have been raised, comprising not only our "National Debt," but the advances made to Foreign Nations.

The nature of the work prescribes us from entering into its details, and we can therefore only give an outline of the principal features, at the same time expressing our confidence that a perusal by the stockholder, or those intending to employ their capital in foreign loans, will be well repaid by the varied information afforded. As a statistical work on the subject on which it purports to treat, we consider the author to have rendered it all but perfect, and indeed fully as much so as the limits to which the publication is confined would permit. The tabular pages are numerous, and the statements of the annual expenditure and resources of foreign governments appear to have been drawn up with much care, and certainly with considerable labour. In many instances we find that the researches of Mr. Field have not been confined to the mere questions of debt and expenditure, but embrace much valuable information as to the products of the country, its population, &c. The directions to parties holding stock, as to the mode of transfer, "wills and trusts," and other points on which but few others than those immediately connected with Stock Exchange operations are informed upon, will be found useful; while we cordially concur with him in the recommendation of "never doing any business in the public funds without a broker;" and we need hardly add, respectability, in this particular instance, is of the first importance.

There are some curious calculations and deductions, from which we gather "that of the 787,000,000*l.* of which our debt consists, 724,000,000*l.* were expended in the two great wars with America and France." Of the revenue for 1837, amounting to 48,702,653*l.* 19s. 6d., it appears that above forty-three millions are comprised under the three heads of Customs, Excise, and Stamp duties, while the trade of the country, as exhibited by the returns of the Customs alone, will be found in the last century to have increased from 1,530,000*l.* to 21,500,000*l.*, which, but for official documents, would hardly be credited. In the Excise department, the revenue in 1712 was 1,000,000*l.*, and in 1837 it was 14,500,000*l.* We have not space further to devote attention on the present occasion to the work, to which we shall however return, with an abstract of such information conveyed in it as is calculated to be useful to our readers.

* Published by Sherwood, Gilbert, and Piper.

SHETLAND FISHERY COMPANY.

The Cadiz papers to the 14th inst., contain the copy of a dispatch from the Minister of Marine and Commerce at Madrid, laid before the Junta of Commerce at Cadiz, in order to its being duly published for public information. This document is to the effect that some merchants of London have formed a company for the establishment of a cod fishery in the Orkney and Shetland Islands, proposing to employ in it as many Spanish vessels as may be possible, and using salt from Spain to be imported by them. This association, called the "Shetland Fishery Company," have, it is stated, adopted all convenient means to supply fish of equal, if not superior, quality, to the best hitherto exported from those islands, and at reasonable prices, for which they are ready to receive orders through respectable London houses. The Spanish vessels are recommended to make use of the port of Vaila, on the western coast of Scotland, as being easy of access and well sheltered, with the advantage that there are no duties to pay, whilst by sailing direct from Spain for the west of Ireland and Scotland, channel, port, and northern light charges may be saved. Spanish ships in the habit of visiting Drontheim, Christian-sand, and other Norwegian ports for cod fish, may, on their return, complete their cargoes at the establishments of the company. The directors, it is said, had offered a premium to any one who should succeed best in curing the fish with Spanish salt. And it is notified that, in order to afford every facility to the enterprise, the Consul-General in London had established a Vice-Consulship in Shetland, so that Spanish merchants might have a competent authority on the spot for the protection of their interests. Since the formation of this fishery company, a London house connected with it is understood to have made a proposition to contract for the carriage of the mails between the North of Scotland and the Orkney and Shetland Islands, for which they propose to *give* the Post-office 500*l.* a-year, in consideration of the privilege, which was not acceded to. The effect, however, has been to stimulate the Post-office to an improved system of dispatching the mails by steam, by which former irregularities and delays have been remedied, to the great advantage of trade in those quarters, which has been greatly benefitted by the more speedy means of communication.

THAMES HAVEN DOCKS.—The contract for constructing these docks having been made, upwards of 100 men have been within these few days past employed in commencing the excavation. Some portion of the ground is occupied with growing crops, which, as soon as they are cleared away, a greater number of hands will be set to work. From the vicinity of these docks to the sea, and the rapid transit of goods by the railway, we are of opinion that as soon as this undertaking is fully carried into effect, the river Thames will present a very different aspect, as vessels can then unload at all tides, and their cargoes can be delivered into London a few hours after discharging.

PROCEEDINGS OF PUBLIC COMPANIES.

UNITED MEXICAN MINING ASSOCIATION.

The half-yearly general meeting of the shareholders of this company was held at the London Tavern, Bishopsgate-street, on Wednesday last, the 25th instant.

JOHN EASTHOPE, Esq., M.P., in the chair.

When the report of the directors, and statement of accounts, showing a balance in hand of 44,700*l.*, were submitted (the particulars of which we are compelled to defer until our next), a discussion took place relative to the payment of the bonus of 10s. for every 2*l.* subscribed to the auxiliary capital of 56,990*l.*, raised under the resolutions of the general meetings of proprietors, held the 23d February and 19th May, 1829, and also of 25 per cent. on the unconverted scrip of the capital itself, upon which the directors stated they had taken the opinion of counsel, and acting thereon, had come to the resolution of making such payments forthwith, amounting together to the sum of 26,005*l.*; as also of the arrears of salaries due to the directors, amounting to the sum of 7949*l.* 10s., which, when deducted from the sum in hand, 44,700*l.*, leaves a balance of 10,746*l.*

It was then resolved unanimously, "That the report of the directors be received and adopted."

The election of directors having been brought before the meeting, it was unanimously resolved, "That Messrs. Easthope and Marjoribanks, retiring by rotation, be re-elected, and that Messrs. Ambrose, Humphrys, and Mackillop, be also elected directors, the former in place of Mr. Widder, who retired on account of ill health, and the latter resuming his seat in the direction, rendered vacant by his absence from England some time since. Mr. Morris was also re-elected an auditor of the company.

After some further conversation on the subject of some few shares consumed in the late calamitous fire at the Royal Exchange, but which was referred to the directors, a vote of thanks was carried by acclamation to the chairman and directors, and the meeting adjourned.

COPIAPO MINING COMPANY.

The third annual meeting of proprietors was held at the company's offices, in Austin-friars, on Thursday, the 26th inst.

HENRY HARMAN, Esq., in the chair.

The CHAIRMAN proceeded to read the report, of which the following is the substance:—Since the last meeting, seven vessels have arrived for this company, bringing together 2012 tons of copper ore and 80 tons of regulus. The *Europa* was loading in April last, and would probably bring 300 tons more. The stock of copper ores on hand at the various mines, on the 1st of March, the date of the manager's last advices, was about 2500 tons, also 90 tons of silver ores. The total quantity of ores raised and purchased by the company since its establishment, up to 31st December last, was 6720 tons, of which 4288 tons have been shipped for England.

The profits realised by the company during the last six months amount to 5288*l.* 17s. 4d., completing the 10,000*l.* agreed to be added to the capital. But the directors not immediately requiring the whole of this sum, purpose applying 5000*l.* of it to the payment of a dividend of 10s. per share, adding the remainder to the capital.

It was resolved, accordingly, that a dividend of 10s. per share be declared, payable on the 15th of August next.

The report was then received and adopted, and the thanks of the meeting voted to the chairman and directors, for their zeal and attention to the interests of the company.

WHEAL HENNOCK AND CHRISTOWE MINING COMPANY.

At a general meeting of the shareholders in this company, held on the mine, on Thursday, the 19th inst.,

J. G. MAXWELL, Esq., in the chair,

The following report was submitted:—

In the following report of the mine from Captain James, the directors trust that the shareholders will find a comprehensive and satisfactory statement of the proceedings from the commencement to the present time.

"*Hennock and Christowe Mine, July* 17.—Preparatory to the first general meeting of the shareholders, I beg to hand you a report of our proceedings and present prospects. We first commenced by clearing the old mens' adit (said to be driven from 250 to 300 fathoms), of which we cleared about 127 fathoms, where we found the lode to be very large, made up of gossan, white iron, spar, and barytes, and in several places strongly impregnated with lead; after which we commenced sinking a new engine-shaft from surface. We sunk 16 fms. 4 ft., and drove a cross-cut 16 fms. 2 ft. from the engine-shaft to hole to the adit level, when we sunk to a ten fathom level by the aid of a horse whim, and cut the lode at a distance of fourteen and a half fathoms. We were then obliged to erect a water engine, with all other necessary pumping machinery; we shortly cleared the water, and commenced working on the lode, which in cutting through we found to be hard, with some good stones of lead in it. The killas by the side of the lode being soft, we drove south in it (the killas) for about four fathoms, where we found the lode hove by a slide for thirty-two feet, at an angle of 60°. On the other, that is the south side of the heave, we found the lode from nine to ten feet big, containing lead throughout, exclusive of a very rich branch of lead by the side, about ten inches big, which is gone down for several fathoms in length, and there can be no doubt of our having a very rich bunch of lead as soon as we cut the lode in the twenty fathom level to the south of the slide. We then sunk a winze from the bottom of the adit to the ten fathom level, coming down just by this bunch of lead, which we found to commence a little above the back of the level. Our south end at this level we drove on about eighteen fathoms from this place on some fine branches of sugary spar, mixed which lead, which will drop into the lode between the ten and twenty fathom levels. We also sunk a winze from the bottom of the adit on those branches about fourteen fathoms south of the first-named winze, and we find them equally promising. North of the cross-cut at this level we drove about five fathoms, when we met with a small branch of lead for about six fathoms in length, and in continuing the end we came into a very large gossan lode, with a great quantity of carbonate of lead. We drove north about twenty-one fathoms through the gossan. From the improvements in the ten fathom level, compared to the lode in the adit, we deemed it necessary to sink to the twenty fathom level, where we drove and cut the lode and found it much improved in its nature. We have now driven about eight fathoms south at the twenty, and find the lode in the end to be worth about 12*l.* per fathom. The backs can be taken away at about 50s. per fathom, which of course will leave a good profit to the adventurers. The fact of the lead in this level being found north of the slide, on the south of which the lode proved productive in the level above, is most encouraging. The north end at the twenty is driven about five fathoms, the lode hard and poor; but in sinking a winze from the ten to the twenty fathom level on the north end, we found the branch of lead before mentioned to be much larger, dipping north and looking very kindly. This branch we expect to meet with about three fathoms in advance of the present end. We have also cleared up the south whim-shaft (sunk by the old adventurers on the lode), in doing which we met with some very good stones of lead. This shaft is nearly down to the adit level, and I should recommend our clearing it through to the adit, and sink it down to the twenty fathom level, which would greatly prove the south part of our mine, and enable us with greater ease to clear the adit south, which is extended a considerable distance further in that direction. The engine-shaft is sunk to a depth of seven and a half fathoms below the twenty, and we expect in a few weeks to cut the lode at the thirty fathom level.

I beg also to call your attention to the manganese lodes in our sett. We have now about forty tons at surface, which, according to the samples assayed, is worth about 8*l.* per ton. I think this part of our sett might be worked with great advantage and little expense to the adventurers. After considering the successive improvements we have in our lead lode, in the ten and twenty fathom levels, and the great prospect of its continued improvement in going down, I must conclude by saying, that no doubt exists on my mind of our having a good and permanent mine, and of soon making a satisfactory return to the shareholders."

In calling attention to the accompanying statement of account, the directors wish particularly to impress on the shareholders, that their operations have been proceeded with during a period of almost unprecedented depression, a period which they trust has now passed away, but which has rendered it necessary on the part of the directors to make advances and incur liabilities to the extent of upwards of 2000*l.*, for which (so satisfied are they of the improvement in the prospects) they have taken shares to the amount of their responsibility, in addition to their original number, and have now to state that the number of shares unappropriated is 682, which, it is of course their object to dispose of as speedily as possible, to defray the future expenditure, and to secure them from the recurrence of a similar responsibility.

Expenditure, including purchase of the mine from September,

1836, to June, 1838	£4142	7	8
Shares disposed of 3318, at 25s. per share	4147	10	0
Balance against the company	£1	17	8

The manganese and lead at surface is worth about 360*l.*

In conclusion, the directors beg to assure their co-adventurers, that it has been, and still will be, their object to conduct the operations with the utmost regard to economy, and also to express their hope and confidence that their operations will lead to very satisfactory results.

The following resolutions were then proposed and carried unanimously, viz.:—

That the report and accounts now read be adopted.

That Mr. Petherick and Mr. Flood be the auditors of the company for the ensuing year.

That the directors are entitled to the thanks and confidence of the shareholders, for their attention to the interests of the company.

It having been also suggested that it would be desirable to have the mine inspected by a disinterested party, for the satisfaction of all concerned, the following notice of such inspection has been since prepared, viz.:

Wheal Hennock Mine, July 19.—I have this day inspected this mine, and think Captain James's report to afford a fair and a correct representation of the actual state and prospects of the undertaking. J. WILLIAMS.

YORK AND NORTH MIDLAND RAILWAY.

At the half-yearly general meeting of the proprietors of this company, held at the company's office, York, the following report was read and unanimously adopted:—

Your directors have the pleasure to report, that they have now purchased the whole of the land required for the railway from the York station to the junction with the Leeds and Selby line, with the exception of about two acres, of which the company are in possession, and arrangements are in progress for completing the purchase. The length of railway is 14½ miles, and the total quantity of land purchased is 166A. 0R. 38P., at the cost of 12,387*l.* 17s. 10d., exclusively of the sum of 5000*l.* paid to Sir William Milner for damages occasioned by the severance of his estates at Appleton and Bolton Percy. The purchases have been effected without having recourse in any instance to the intervention of a jury.

Contract No. 1.—Length 3 miles and 20 chains; amount 13,867*l.* 19s. 9d. The bridge across the York and Tadcaster turnpike-road, which is included in this contract, is in a state of considerable forwardness, and there is no doubt that the contractors will complete the works in October next, the time stipulated. The double line of permanent rails required near the York station is already laid in a highly satisfactory manner.

Contract No. 2.—Length 2 miles and 77 chains; amount 10,424*l.* 11s. The works comprised in this contract are proceeding very expeditiously, and will be completed within the time limited, viz., February, 1839.

Contract No. 3.—Length 2 miles and 64 chains; amount 13,151*l.* 11s. 10d. This contract was let in May last to Messrs. Crawshay and Rush, to be completed in 1839. The progress hitherto made is satisfactory.

Wharf Bridge Contract.—Amount 5393*l.* Some delay has taken place in the execution of this contract, which may be partly attributed to the great quantity of rain that fell in the spring and beginning of summer. Since the weather improved, the contractor has used great exertions to forward the works, and the directors hope that their completion will not be carried much beyond the stipulated time, viz., October, 1838.

It appearing from the report of the engineer that the line from the termination of contract No. 3, near Ulleskelf, to the junction of the Leeds and Selby Railway, comprising a length of 5 miles and 24 chains, would be of particularly easy and simple construction, your directors determined, instead of contracting in the usual manner, to authorise the works to be executed under the immediate management and superintendence of Mr. Cabrey, the resident engineer. Your directors are perfectly satisfied with the progress made in this part of the line, and are very sanguine as to the saving of expense which will be effected by the plan they have adopted.

Since the last half-yearly meeting, contracts for the following articles have been made, viz.:—three steam-engines and tenders from Messrs. Robert Stephenson and Co., Newcastle, at 1700*l.* each engine and tender, to be delivered in December, January, and February next; 500 tons of iron rails from Mr. William Crawshay's, at 11*l.* 10s. per ton; 500 ditto from the Rhymney Iron Company, at 12*l.* 2s. 6d. per ton; 200 tons of railway chairs from Messrs. Waddington, and Co., Bradford, at 9*l.* per ton; 20 sets of waggon wheels from ditto, at 9*l.* per ton; 200 tons of railway chairs from Mr. T. Bradwell, York, at 9*l.* per ton; 20 railway waggons, for contract No. 4, at 4*l.* 15s. each. The directors have also purchased of the Liverpool and Manchester Railway Company, 60 tons of iron rails, at 8*l.* per ton, which are now used in the works south of the wharf, and will afterwards be laid permanently on the branch lines.

The chairman and deputy-chairman have kindly undertaken, in the course of the ensuing month, to inspect the stations of the several railways now in operation, and the various carriages and engines used thereon, for the purpose of assisting the board in the arrangement of their stations at York and elsewhere, and in the selection of the most desirable description of carriages.

Your directors have given instructions for the immediate preparation of plans and sections of the line between the Leeds and Selby Railway and the North Midland at Methley, and it is intended to advertise as soon as possible for contracts for the erection of the bridges across the river Aire at Fairburn, and the river Calder at Methley.

The works of the North Midland Railway are in a state of such forwardness, that no reasonable doubt can exist of the whole of that line being ready for opening in the year 1840.

The directors of the Great North of England Railway Company, on Wednesday last, laid the first stone of the bridge across the river Ouse at Poppleton; and they confidently expect that their line, from York to the several lines already in operation in the county of Durham, will be also completed in the early part of 1840. Hence the completion of the York and North Midland line within the same period is imperatively demanded, and your directors are fully impressed with the importance of using their utmost exertions to prosecute their undertaking with vigour and expedition.

A bill "to provide for the conveyance of mails by railways," having been recently introduced into Parliament, containing provisions highly prejudicial to the interests of railway property, your directors considered it their duty to concur with other railway companies in taking proper steps to oppose the objectionable parts of the bill, and they are glad to report that those clauses have since been withdrawn. It is probable that an Act will pass during the present session, affording proper facilities for the conveyance of mails, without being detrimental to the interests of those engaged in railway undertakings.

In pursuance of the Act of Incorporation, the directors have declared the forfeiture of thirty-five shares, upon which the sum of 85*l.* only has been paid, the requisite notice having been forwarded by post to the registered proprietors on the 9th of February last, and consequently the three months from the date of the said notice have expired, this meeting is called upon to confirm the forfeiture.

By the statement of accounts, from the 1st of January to 30th of June, it appeared that the total amount of receipts was 77,640*l.* 12s. 6d., of which sum 1900*l.* had been paid in advance. The total expenses amounted to 59,721*l.*, leaving a balance of 17,919*l.* 12s. 6d. in the hands of the bankers.

COLONIAL BANK.

On Thursday the half-yearly meeting of the proprietors of this establishment was held at the City of London Tavern, for the purpose of receiving a report from the court of directors relative to the proceedings of the institution, and to consider the propriety of declaring a dividend.

MR. IRVING in the chair.

The SECRETARY, after a few preparatory remarks from the chairman, read the report of the directors. It stated that the circulation, &c., of the bank and its branches was 24,722*l.* 18s. 4d., that its deposits, &c., were 455,474*l.* 10s.; that the paid-up capital was 500,000*l.*, and that the profits were 17,804*l.* 6s. On the other side of the account it appeared that the bank had specie to the amount of 330,894*l.* 10s., and other assets of the value of 648,846*l.* 7s.; and that the expense of formation, &c., had been 18,260*l.* 17s. 6d. The profits, after deducting all necessary expenses therefrom, amounted to 17,804*l.* 6s. It was proposed by the directors to pay the expenses of the formation of the company by deducting 1000*l.* from the profits each half-year. The balance available, therefore, now was 16,804*l.* 6s., out of which the directors recommended a dividend of 2 per cent., upon the paid-up capital of the company for the half-year ending the 31st of December last, being at the rate of four per cent. per annum, and leaving a reserve of 6804*l.* 6s. The court of directors did not recommend a larger dividend, as the defective and unsound state of the currency of the West Indies rendered it necessary that the affairs of the bank should be conducted with the utmost caution. To this circumstance was the limited amount of the circulation of the bank to be attributed. The attention of her Majesty's government had been directed to the subject, and evidence had been given to induce the ministry to adopt the dollar and its fractional parts, as the fixed currency of the colonies. As the committee of the privy council on coins was still sitting, the directors could not state what course would be adopted, but they did not doubt that the result would be favourable. The establishment was working well in the West Indies.

MR. SALOMONS moved the adoption of the report, and congratulated the meeting that, though the bank has been in active operation for so short a period, the deposits amounted to 455,000*l.*—a sum nearly equal to the paid-up capital. He was glad to observe, also, that their stock of specie amounted to not less than 330,000*l.* The question of improving the currency of the West Indies was one of very great importance, as when the full emancipation of the apprentices shall have taken place, a circulation ought to be provided, which should be favourable to receive as to pay. The present currency of the West India colonies left ample room for fraud upon the apprentices. This establishment had, in endeavouring to obtain an improved circulation in the West Indies, taken high ground, and it had fair claims on the alteration of the government. When the bank could freely use its circulation, and employ its specie, the manufacturer as well as the planter would be benefitted. He recommended that the court of directors should enter more largely than they had done into the exchange business.

The CHAIRMAN thanked the honourable proprietor for the confidence reposed in the directors; and, in reply, wished to state that they had agencies established in the United States, in Canada, and in New Brunswick. Whether the system adopted with respect to exchange business were enlarged or not must depend upon circumstances.

The report was then adopted and ordered to be printed. On the question that a dividend of 2 per cent. for the half-year be declared,

Mr. SALOMONS asked whether the court of directors had received any official information relative to the intentions of the government upon the great question of an improvement in the currency in the West Indies?

The CHAIRMAN replied that no official communication of the intentions of the government had been received by the directors, but they had obtained information from authority, the accuracy of which they did not doubt, which induced them to think that a favourable determination would be come to, and that the dollar and its fractional parts would be decided upon as a fixed currency for the West India colonies. He also believed that a determination would be come to before the sailing of the packet of the 15th of August. On the same authority to which he had before referred, he might state his belief that if the dollar and its fractional parts should not be adopted as the currency of the West Indies, the government would be prepared to admit of an alteration of the charter of the company, so far as such a decision should render necessary.

The dividend was then agreed to, and after thanks had been voted to the chairman and to the court of directors, the meeting broke up.

SHEFFIELD AND HALLAMSHIRE BANK.

The annual general meeting of the proprietary of this bank was held in the Cutlers' Hall, on Friday, the 20th inst.

SAMUEL PARKER, Esq., in the chair.

The first business was to confirm or rescind the resolution passed by a special general meeting, in June last, to reduce the number of directors from eight to five. In accordance with this resolution, it was explained that three directors would this year retire, no new one being elected; and in the four ensuing years, the director to retire will be decided upon by the board of directors, but then will begin the principle of rotation, the director of longest standing each year retiring. After some discussion the resolution was confirmed.

The CHAIRMAN then called on Mr. Appleby to read the report, observing that the bank had been in operation for two years, and during three-fourths of that time, the mercantile world had been labouring under great difficulty. The bank had, however, been undoubtedly advantageous to the public, and had realised a greater share of public confidence than could have been expected.

The report stated that the business of the bank had greatly increased, and both the new accounts and the deposits were receiving continual accessions. They had but had one bad debt, arising from forged acceptances, but it would be much more than covered by the last year's surplus fund. The directors declared a dividend of 6 per cent., which would leave near 2000*l.* for the surplus fund. The retiring directors would be Messrs. Walker, Sands, and Tinker.

The report having been unanimously adopted,

The CHAIRMAN reminded the meeting that at the end of 1836, the operations of the Bank of England, and the clamour against joint-stock banks were at a great height. Yet they had found that in the period of distress which followed, hundreds of our merchants had been saved from ruin by the operations of these banks. The directors knowing the power of the Bank of England, and remarking the disposition which there existed to abridge the powers of the joint-stock banks, had thought proper, as a precautionary measure, to make a call of 2*l.* 10s. per share. Now, however, they found that times were changed—money was flowing into the coffers of the bank, and the directors were thereby enabled to pay back to the shareholders two-fifths of the capital. Each shareholder would therefore receive, along with his dividend, a return of capital, amounting to 2*l.* per share.

A vote of thanks was passed to the directors for their efficient services.

Mr. CONGREVE proposed a resolution to rescind that part of the deed which renders retiring directors ineligible for re-election for one year. After a long discussion, the motion was lost by a small majority, and the meeting adjourned.

JOINT-STOCK BANKS.—We understand that the committee on joint-stock banks met for the last time this session on Monday last, and agreed to present the evidence to the house, unaccompanied by any report. By this it is considered apparent that the committee is to be renewed in the next session of Parliament, and that all the great questions depending upon the result of this inquiry are thus to be thrown over for another entire year. In the city this is a matter of considerable disappointment to numerous persons connected with the metropolitan and provincial joint-stock banks, for, however proper it may be that the question of the charter of the Bank of Ireland should be allowed to stand over until further insight into the merits of that monopoly can be obtained by the public at large, it is considered that with regard to the English joint-stock banking system it is high time that the labours of the committee should be brought to a close. Two whole sessions of Parliament have now been consumed in an investigation which is again threatened to be carried over to another year, though the operations of no less than 102 joint-stock banks are impeded essentially by the uncertainty as to what may be the change in the law which this committee may propose. We are informed by persons conversant with these matters that the consequences of the slow proceedings of this committee have been extremely injurious to the various banks, capitalists being unwilling to purchase shares, and even family settlements being unable to be satisfactorily arranged, in consequence of the possibility of some new restrictive regulations which may lower considerably the value of shares in all these undertakings. These parties contend that abundance of evidence as to the working of the English joint-stock banking system has already been taken, and are by no means pleased that the separate inquiries into the management of the branches of the Bank of England, and into the propriety of renewing the charter of the Bank of Ireland, should have the effect of keeping the question open for another year. As, however, the joint-stock banks are necessarily influenced by the operations of the Bank of England, and all attempts to regulate the conduct of the joint-stock banks must be nugatory without first ascertaining the mode in which the currency is acted on by the great leviathan in Threadneedle-street, and the Bank of Ireland necessarily is a branch of the system, we are, upon the whole, glad to find that there is an intention to probe the subject to the bottom.—*Chronicle.*——We understand that a decision was yesterday come to in the committee on joint-stock banks, that the chancellor of the exchequer be permitted to introduce a bill forthwith, for the purpose of enabling the shareholders in those undertakings to sue and be sued. The greatest inconvenience and losses have been found to be sustained through this deficiency in the laws. One joint-stock bank alone, the Northern and Central, has upwards of 400,000*l.* due from its own shareholders, but the collection of which the directors have not at present any legal method to enforce.

ANTHRACITE COAL.—"The successful experiments of your steam ships have roused our people up, and we are shortly to have vessels of our own running between New York and Liverpool and Philadelphia and London. Our vessels will, probably, have one advantage over yours—they will be impelled by anthracite instead of bituminous coal. Three hundred tons of our Schuylkill anthracite is equal to six hundred tons of bituminous coal. The fire is much more intense, and no resin will be required. We have several steam-mills in operation, in which nothing is used but anthracite coal. In Centre County, Pennsylvania, cooking is now done with anthracite, which for that purpose is found very superior to bituminous coal. Mr. Peter Kitner, a brother of the present Governor of Pennsylvania, is the discoverer of the process. He commenced his experiments about three years since."—*From an American Correspondent in the "Literary Gazette,"* July 14.

PUBLIC COMPANIES.

MEETINGS.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.—Notice is hereby given, that the FIFTH HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will (in pursuance of the provisions of the Act of Incorporation) be held at the offices of the company, No. 1, Robert-street, Adelphi, on Wednesday, the 15th of August next, at Twelve for One o'clock, for receiving the report of the directors, and for other purposes, in accordance with the provisions of the Act of Incorporation.
1, Robert-street, Adelphi, July 25. W. GUNSTON, Deputy-Chairman.

ST. HILARY COPPER MINING COMPANY.—The directors do hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders will be held at the office of the company, on Tuesday, the 31st inst., at One o'clock precisely, to receive the usual annual reports, and to elect one director and one auditor, in the room of those who go out of office by rotation, but are eligible to be re-elected.
15, Great St. Helen's, July 17.

WEST CORK MINING COMPANY.—The GENERAL HALF-YEARLY MEETING of the West Cork Mining Company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 2d day of August next, at One o'clock in the afternoon precisely.
By order of the Board,
July 12. THOMAS M. SHADWELL, Secretary.
Office of the Company, New Broad-street-court, New Broad-street.

CALLS.

GREAT NORTH OF ENGLAND RAILWAY.—SEVENTH CALL, Five Pounds per share, making the total amount called for £23 per share.—The Directors of the Great North of England Railway Company hereby give notice, that a CALL of FIVE POUNDS per SHARE, on each of the shares of the said Company, has been made this day, which is to be paid on or before Wednesday, the 22d day of August, now next ensuing, to the credit of Joseph Pease, Jun., Esq., M.P., the Company's treasurer, at any of the following places:—
In London—At Messrs. Drewett and Fowler's.
Liverpool—The Commercial Bank of Liverpool.
York—The York City and County Banking Company.
Newcastle, Shields, Sunderland—The Northumberland and Durham District Banking Company.
Durham, Darlington, Stockton, Thirsk, Northallerton, Bishop's Auckland, Barnard Castle—At Messrs. Backhouse and Co.'s, or their Agents; or may be remitted through any country banker to Messrs. Drewett and Fowler, as above. Interest at 5 per cent. will be charged on all Instalments not paid at the time mentioned.
By order,
FRANCIS MEWBURN, Clerk to the Company.
Great North of England Railway Office, Darlington, July 24.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.—The directors hereby give notice, that a CALL of TEN SHILLINGS per share is this day made, and must be paid to the bankers of the Association, Messrs. Barclay and Co., 54, Lombard-street, on or before the 4th day of August, and it is requested that the shares and receipts be afterwards left at the office of the Association one clear day to be endorsed. All shares upon which any call is not regularly paid become forfeited according to the rules and regulations on the scrip, and such shareholders as have not already exchanged their receipts for the scrip are requested to do so immediately.
10, Lawrence Pountney-hill, July 3.

TRELEIGH CONSOLIDATED COPPER MINES.—Notice is hereby given that a further CALL of SEVEN SHILLINGS AND SIXPENCE per share has been made, payable only to the company's bankers, Messrs. Vere, Sapte, Banbury, and Co., Lombard-street, on or before the 7th day of August next, and that all shares on which the above-mentioned call shall not be paid within one month after that day will be forfeited. The bankers' receipts and the scrip certificates are required to be brought to the company's office, 23, Threadneedle-street, that the payment of the call may be registered.
By order of the directors,
Dated July 3. J. BAWDEN, Secretary.

TREVORGUS MINING COMPANY.—The Directors having resolved that no money shall henceforth be received on account of the call due on the 23d April last, making five pounds per share, they hereby caution the public not to purchase any share or shares on which the said call be not inscribed; and those shareholders who have paid this call, are requested immediately to forward their scrip to the secretary, that the same may be indorsed and duly registered.
12, Pancras-lane, Cheapside, July 24.

DIVIDENDS.

RELISTIAN MINE.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid at the Office of the Company, 10, Broad-street Buildings, on Monday, the 4th of June, and following days, from Twelve to Three o'clock.—May 12.
The transfer book will be closed on the 1st, and opened on the 5th of June.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that the BONUS of TEN SHILLINGS for every £2 advanced in respect of the Auxiliary Capital of £56,990, raised under the Resolutions of the General Meetings of Proprietors, held on the 23d February and the 19th May, 1829, will be PAYABLE at the Office of the Association on and after Monday, the 30th day of July inst. By order of a Court of Directors,
34, Old Broad-street, London, July 25. JOHN MATHER, Secretary.
The scrip issued by the Association for the above loan must be left at the Office Two clear days before payment is made.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that the PAYMENT of TWENTY-FIVE PER CENT., in respect of the Auxiliary Capital of £56,990, raised under the Resolutions of the General Meetings of Proprietors, held on the 23d February and the 19th May, 1829, will be made at the Office of the Association, on and after Monday, the 30th day of July inst. By order of a Court of Directors,
34, Old Broad-street, London, July 25. JOHN MATHER, Secretary.
The scrip issued by the Association for the above loan must be left at the Office Two clear days before payment is made.

PUBLIC COMPANIES.

MEETINGS.

Candonga Mining Association	8, Nicholas-lane	July 30	1.
Patent Dry Gas-Meter Company	10, Broad-street-buildings	30	1.
St. Hilary Copper Mining Company	15, Great St. Helen's	31	1.
Arigna Iron and Coal Company	9, Liverpool-street	August 1	1.
Duke of Cornwall's Harbour	London Tavern	2	1.
West Cork Mining Company	London Tavern	2	1.
British Annuity Company	36, New Broad-street	2	1.
Hibernian Mining Company	6, Austin-friars	3	1.
Irish Waste Land Improvement	57, Old Broad-street	8	12.
London and Brighton Railway	London Tavern	9	1.
Birmingham and Derby Junction	Dee's Hotel, Birmingham	9	11.
British Rock and Patent Salt	6, Winchester-street	9	1.
Bristol and Exeter Railway	Merchants' Hall, Bristol	14	12.
Great Western Railway	City of Bristol	15	11.
Birmingham, Bristol, & Thames Junct.	1, Robert-street, Adelphi	15	1.
Northern and Eastern Railway	City of London Tavern	20	12.
Eastern Counties Railway	London Tavern	22	1.

CALLS.

West Cornwall Mining Association	1*l.*	July 30	As former calls.
Boringdon Park Mine	10s.	31	Williams, Deacon, and Co.
Preston and Wyre Railway & Harb.	3*l.*	Aug. 1	Spooner, Attwoods, & Co.
Northern and Eastern Railway	5*l.*	1	Masterman and Co.
Edinburgh and Glasgow Railway	5*l.*	3	Glyn and Co.
Great Wheal Charlotte	10s.	4	54, Lombard-street.
Treleigh Consolidated Mines	7s. 6d.	7	Vere, Sapte, Banbury, & Co.
Wheal Gilbert Mining Company	5s.	15	Grylls, Redruth; Hore, Lond.
Essex Marine Salt	2*l.*	16	11, Abchurch-lane.
Manchester and Leeds Railway	10*l.*	16	Cunliffe, Brooks, and Co.
South-Eastern Railway	2*l.*	20	Glyn and Co.
Great Wheal Prosper	5s.	24	J. W. Lubbock and Co.
Canada Company	2*l.*	Sept. 10	Masterman and Co.
Bissoe Bridge Mining Association	5s.	Oct. 13	Williams and Co.

DIVIDENDS.

Reversionary Interest Society		17, King's Arms-yard	23.
European Gas Company	Half-yearly	Office	August 1.
Atlas Insurance	12½ per cent.	92, Cheapside	1.
National Bank of Ireland	5 per cent.	39, Old Broad-street	6.
Colonial Bank	2 per cent.	13, Bishopsgate-street	20.
Commercial Bank, New Orleans	7 per ct.	London	September 30.
Standard of England Assurance	5 per cent.		Half-yearly.
City of Dublin Steam	3 per cent.	15, Eden-quay	—.
Argus Life Assurance		39, Throgmorton-st.	—.
Llanelly Railway and Dock Company	4 per cent.		
Marine Insurance	5 per cent.	27, Cornhill	—.

NOTICES TO CORRESPONDENTS.

ELECTRICAL SOCIETY.—The late period at which the proceedings of this society were received, has not allowed of their insertion in the present Number of the MINING REVIEW. It is particularly requested that all communications be forwarded to our office as early as possible in the month.
Mr. Prideaux's communication has been received.
"A. W.'s" letter was received by this morning's post—it shall have insertion next week. We will *endeavour* to answer it. One thing is clear; we feel more interest in the mines of Ireland than our correspondent. We are at all times anxious to avoid misrepresentation, but "A. W.'s" letter does not convince us he is right.
"Nick" shall hear from us—the postage *from* Ireland is 1s. 3d.—this for *his* information.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, JULY 28, 1838.

We last week adverted generally to mining operations, to which subject it was our intention to have returned this week, more particularly with reference to the tabular statements which appear in our present Number, but want of space compels us to defer our remarks. We cannot, however, but direct attention to the Swansea Ticketting Paper of the present week, showing the amount of sales to be £31,516 11s. 6d., being the value of 2458 tons of ore; of which sum one of the copper mines of Ireland (Knockmahon) alone produced £2060 3s. 6d., and that of another (Allihies) £1906. The richness of the foreign ores from Cuba and Chili is apparent, from the sales of 1027 tons having produced no less a sum than £23,585 8s., or on an average about £23 per ton.

If, then, the mines of Ireland are making such rapid yet steady advancement in their returns, it is manifest that such progress is attributable alone to enterprise and confidence being placed (for we can hardly say restored as respects Ireland) in the several undertakings which, with one or two exceptions, are carried on as private adventures—the advantages arising from which system of management is daily becoming more apparent. Of public companies there are but two, viz., the "Mining Company of Ireland" and the "Wicklow Copper Mining Company," which have succeeded; the unfortunate "Arigna," although, we believe, now improving in its prospects, the notorious "West Cork," and the "Royal Irish Mining Company," are alone necessary to name as evidence of the system of jobbing and deception which were practised by the concoctors, and continued in their management. While the "Allihies" Mine, those in the county of Clare, "Cronebane," and others, not omitting the collieries in the Queen's County and Kilkenny, with a wretched system of working, have also yielded large profitable returns to the adventurers as *private* undertakings.

With such results attendant mining operations in Ireland, and those which are alike the consequence of investment of capital in this kingdom, where prudence and economy prevail, it is much to be lamented that the misrepresentations of a few, and the incompetency of others, on whom the management devolved, should have caused the cessation of the working of many mines which will doubtless be resumed with profit to those who may hereafter avail themselves of the expenditure incurred by the several companies which have been brought to a close so prematurely.

All this is, however, to be remedied by pursuing an even course, and relying on the practical experience of persons who, from their residence in the neighbourhood of the mines, are far more competent to judge of the value to be attached to the several adventures as well as "the reports of agents," than a self-constituted board of management in London, who know not the difference between "*driving* a shaft." or "*sinking* a level," and the auditorship of which companies is merely casting up the "tottle of the whole," without possessing one iota of information which will enable them to judge of the correctness or otherwise of the several items embodied in the accounts submitted for their approval.

It will be remembered that some eighteen months since, advertisements appeared in the MINING JOURNAL of the prospectus of a company for the investment of capital in the purchase of shares in mines in Cornwall, whereby less risk was considered as attendant and the chances in favour of the adventurer greater, assuming of course that a cautious selection be made by responsible and competent agents. A company of a similar nature had been previously established at Penzance, and these companies we considered then, as we now do, were established on a fair principle, and well calculated to carry out their objects with advantage to the shareholders. By an advertisement which appears in our columns, it appears that the latter company having been established two years, have determined on extending their sphere of operations, and perhaps, no fitter period than this could present itself for investments, either in shares of Mining Companies, which are at so heavy a discount, or of working mines which have been hastily abandoned. Already have several been taken up by Cornish and London adventurers, and in the majority of instances by the former, who well know what they are about, while the working of others have been resumed by London Scripholders as private adventures.

The inducements, therefore, held out to companies of the nature to which we refer, having for their object the investment of capital in the purchase of shares, such as the "Western Mining Association," appear to us to be such as only to require integrity on the part of the directors, and ability on that of the local agents, to ensure successful results.

There can be no doubt but that a company on a principle such as we understand this to have been established, cannot fail, if an "adventurer" embarking in several mines may anticipate success. To put "all the eggs into one basket," is not considered prudent, at least in mining speculations, and, therefore, it may be naturally assumed that a division of the capital under one management, and possessing local influence and experience, is well calculated to succeed.—We would, in conclusion, say one word to the directors, another to the agents, and even one to the shareholders, the interests of whom, although last mentioned, ought, perhaps, to be the first considered. Gentlemen of the board, interfere not with the acts of your practical agents in their advice—if you cannot place confidence, dismiss them: to the agents, we would say, be not hasty, the responsibility devolves on you; if the mines be

successful, in which you recommend the company to take an interest, the merit is yours; but on the other hand, if unsuccessful, a reflection falls upon you which must in some measure detract from the character you have heretofore sustained: to the shareholders, we recommend simply the exercise of common sense, and that they should satisfy themselves of the integrity and ability of those on whom devolves the management. We think we may say for London they are safe, we believe so in Cornwall—but these are matters for their consideration.

We trust that it is unnecessary for us to call to the recollection of our readers, and more especially of those who may be interested in railways, the very decided view we have taken from the beginning, of the Bill for the "Conveyance of Mails by Railways," which has lately occupied much of the attention both of Parliament and of the public. We declared from the first that the principle of the Bill was unjust, and that even after making every reasonable allowance for the claims of the public service, the enactments it proposed were incapable of justification—views in which we have been borne out by several of our most able and talented contemporaries.

It is not, therefore, without deep regret that we find the main principle involved—that principle, the acknowledgment of which by Parliament should have formed the groundwork of all further proceedings, has most unaccountably been left open to discussion by arbitrators. The principle that Railway Companies should receive compensation from the Post-office, not merely, as expressed in the Bill, for the "wear and tear of the rails," but for the *original cost of construction*, we hold to be as plain and obvious a proposition as can possibly be stated; and greatly have we been surprised at the ingenious sophistry which has been made use of as a ground, or rather pretext, for coming to an opposite conclusion—a conclusion utterly at variance both with justice and common sense, while, as has been ably shown by a contemporary, whose remarks we insert in another place, it admits of no defence, even on the most far-fetched legal grounds.

The word *confiscation* is, doubtless, a strong term to apply to any Legislative enactment; it has, however, been extorted from some of our contemporaries on this occasion, nor can we find any other term so expressive of the fact. We hold, and it is a principle hitherto looked upon as sacred, that neither the community at large, nor its representatives, have a right to enter upon and use the property of any man, or of any body of men, except on terms of just remuneration—and that any remuneration can be just towards Railway Companies, which does not keep in view the enormous original outlay on the property, is a proposition too absurd to be entertained by any reasonable man, and totally undeserving of serious refutation. Why, then, should this great principle, which ought obviously to form the very foundation of the Post-office contracts, be left open to the doubtful process of arbitration, or why should it ever have been disputed at all? To this question but one answer can, we believe, be given—the revenue of the Post-office stood on the one side, the just claims of the railway proprietor on the other, and instead of impartially adjusting the necessary arrangements between them, the latter has been remorselessly sacrificed to the former. Under any circumstances, the Post-office must have benefitted much by the introduction of railway communication, merely from the increased facility and dispatch of forwarding information; but it is evident that the advantage sought for was not limited within any such narrow scope.

The plea put forward by the CHANCELLOR of the EXCHEQUER, that the expense of constructing railways had, in some cases, been much greater than in others, and that therefore the compensation could not always be regulated by the original cost, appears to us incapable of defence. The real question is not whether one railway company spends more in the construction of their line than another, but whether any spend more than is absolutely necessary—whether any of them waste their funds in needless extravagance; and this question was not, throughout the debate, attempted to be answered in the affirmative. Common sense tells us, indeed, that such a thing is scarcely possible; the directors who have the management of the funds must in all cases be large shareholders to qualify them for the office, they have consequently a direct interest in the economical construction of the works, and in no case is the office of director and contractor combined. The shareholders too have their *veto* against extravagant expenditure—a privilege they would not be slow in using if necessary, while we have reason to know that contracts have often been taken at ruinously low prices—a circumstance by which some companies have materially benefitted.

It is, therefore, ridiculous to suppose that any needless expenditure is incurred upon the works themselves, or that the greater cost of one railway than another depends upon circumstances over which the directors or proprietors can have any control. The only really useless expenditure which can be found is the enormous cost of obtaining Acts of Parliament, from which some companies have certainly suffered much more than others; but this being, in the present state of the law, unavoidable, no exception can reasonably be made to it. If it be contended that some companies have lavished any large amount of their capital upon ornamental or unnecessary works, we boldly answer, *No*—it is indeed our firm belief, that if instead of tastefully ornamenting the country with the numerous massive and beautiful works to which our railways have given rise, and which will for centuries proclaim the taste and architectural skill of the present age, the utmost plainness, the most rigid economy had been exercised, the saving would scarcely have exceeded *one per cent.* on the capital employed.

We trust we have now then proved the fallacy of the argument above mentioned, and have shown that however plausible, it must fall to the ground on examination. In fact, view the subject in whatever way we will, if guided by the principles of justice and equity, we must revert to the original conclusion, that railway companies are fairly entitled to compensation for the *original cost of their property*, no less than for "the wear and tear of the rails," so liberally offered to them, and it is upon the thorough and general conviction of this truth, which we shall ever endeavour to enforce, that the results of the promised arbitration, so important to the welfare and prosperity of those associations, must chiefly depend.

Having from time to time devoted much space to the subject of Joint-Stock Banks, and strongly urged the claims of these important associations to the attention of the Legislature, and to that modification of existing laws which is so essential to their well-being and continued prosperity, we have observed with regret the small progress made by the committee which has so long been occupied in the investigation of this subject. We extract the following notice from a contemporary; the article itself is given at length in another part of our columns:—"The committee on Joint-Stock Banks met for the last time this session on Monday last, and agreed to present the evidence to the house, unaccompanied by any report. By this it is considered apparent, that the committee is to be renewed in the next session of Parliament, and that all the great questions depending upon the result of this inquiry, are thus to be thrown over for another entire year."

When property of such immense amount is concerned, as is the case in the present instance, obsolete and uncertain laws, as we have before observed, must ever be productive of most serious evils; and we did hope, that the present session would not have been allowed to terminate, without the realisation of at least some portion of that benefit to the Joint-Stock Banks, which ought naturally to have been expected from the lengthened and tedious investigation which has so long been pending. This hope, it appears, however, will be disappointed.

In the "Supplement" which accompanies our present Number, will be found an extract from the columns of the *Scotsman*, on the advantages arising from the patent lately taken out by Mr. Bell, for "Improvements in Heating and Evaporating Fluids," by means of which it appears a saving of fuel is effected of from 25 to 30 per cent. We purpose next week directing our attention to the subject at considerable length, as being of interest and importance to the mining world.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols have declined during the past week, being quoted 93¾ 4, and Exchequer Bills have also fallen from 82 to 72 pm., arising from heavy sales said to have been made by the government and the Scotch Banks; money, however, for commercial purposes, is not so much affected as the Stock market. India Bonds have also experienced a decline of 10s. The foreign funds offer but little room for observation, the business and fluctuations being insignificant.

In shares, an advance has taken place generally, although, in some cases, a reaction has been consequent thereon. The shares of the Great Western Railway, after reaching 84*l.* per share, again fell back to 78, leaving off, however, at 79¼. The fluctuations in this case, are, however, attributable to the reports which have been industriously circulated to the prejudice of the company and to the engineer, who is by no means popular with his brethren; we believe the statements, if at all founded in fact, to be greatly exaggerated. London and Brighton continue at a discount of 1⅛ ¾. London and Greenwich, although better than last week, have declined from the highest price they attained. London and Croydon are looking up, and the works are fast progressing, 1400 men being at present employed on them—a number which will shortly be augmented, the whole of the contracts having been now set. London and Birmingham are pretty steady, as are London and Southampton, with a disposition to rise.

Mining Shares are looking up; Mocaubas maintain the advance on the late advices; British Iron are again flatter, there appearing to be a misunderstanding on the part of the public as to the real state of the affairs of the company. The report of the United Mexican, and the division of profits, have had the effect of raising the prices of the shares in this company. The shares of the Anti Dry-Rot Company have been in demand since the publication of the report of the Dutch government, on the successful results of the experiments made, and their adoption of it in all their dock yards. Asphalte Shares, like the *materiel* are *flat*. Several bargains out of the market have been done in mining shares, principally private undertakings, at advanced prices.

Consols for money closed at 93¾ ⅞; for account 93⅞ 94. Three-and-a-Half per Cent. Reduced Annuities 101¾ ⅞, and the New Three-and-a-Half per Cents 101⅛ ¼. Bank Stock 206 money, and India Stock 265½ 264½ money. The premium on Exchequer Bills 72 74. India Bonds 72 premium.

Portuguese Five per Cent. New Bonds 34¾ 35, and the Three per Cents 23. Spanish Bonds with the May Coupons 21½, Deferred 8½, and drawn Deferred 18¼. Brazilian Bonds 80½ 81, and Colombian 27. Dutch Two-and-a-Half per Cents 54⅞ 55, the Old Fives 102⅛ ¼, and the New Loan 100. French Five per Cent. Rentes 111f. 75c., with the exchange at 25f. 50c.

Great Western Railway Shares 13½ 14½ pm.; Brighton 1¾ dis.; Blackwall at par; Birmingham 82 pm.; Greenwich 4½ ½ dis.; Southampton 6¼ dis.; Croydon 3¾ dis.; and Manchester and Birmingham ⅝ pm.; British North American Bank Shares 1 pm.; and Colonial Bank Scrip 1 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93⅞ 4; Exchequer Bills, 72 74 premium; East India Bonds, 72 74 premium; Dutch Five per Cents., 102⅝ ⅞; Ditto Two-and-a-Half per Cents., 54⅞ 5⅛; Portuguese Five per Cents. 34½ 5; Ditto Three per Cents. 23½ 4.—Railways:—Brighton, 1¾ 1½ dis.; Great Western, 13½ 14½ premium; London and Birmingham, 80 81 premium, New, 23 24 premium; Southampton, 42½ 3½ per share; New, 18½ 19½ prem.; York and North Midland, 2 1 dis.

LONDON, JULY 27.—The Copper and Tin markets remain very flat. Lead has some little improved in the last week. Iron continues firm. In other metals no alteration to notice.

TAURO, JULY 26.—Average standard, 105*l.* 18s. 0d.—Average produce, 7½.—Average price, 4*l.* 16s. 0d.—Quantity of ore, 3212.—Quantity of fine copper, 227 tons 16 cwt.—Amount of money, 15,297*l.* 7s. 6d.—Average standard of last sale, 106*l.* 0s.—Produce, 7½.

LIVERPOOL SHARE MARKET, JULY 19.—The market remains very flat; inquiries for London and Brighton, at 9*l.* 10s. 20.—There is nothing at all doing to-day. 21.—There are several lots of Grand Junction on the market, but no purchasers—Brighton's and Eastern Counties are in demand at low prices. 23.—The market is extremely dull to-day—very little doing. 24.—There are inquiries for Midland Counties and Great Westerns, for the latter 14½ premium is offered. 25.—There has been a better market to-day, Great Westerns have advanced to 17½ premium; new Southampton's in demand at 18½ premium.—*Gore's Liverpool Advertiser.*

BIRMINGHAM SHARE MARKET.—Birmingham Banking Company, 19*l.*; London and Birmingham Railway, 174*l.*; ditto, quarter shares, 29*l.* 10s.; Great Western, 84*l.*; North Midland (45*l.* paid), 48*l.* 10s.; Leeds and Manchester, 47*l.*; London and Southampton, 43*l.*; ditto, quarter shares, 29*l.*; Eastern Counties, 6*l.* 5s.; London and Greenwich, 16*l.* 10s.; Old Birmingham Canal, 221*l.*; Grand Junction, 202*l.*—*Midland Counties Advertiser.*

THE IRON TRADE.—The iron trade in this neighbourhood, we are glad to find, continues in a cheerful and prosperous state; and we learn that the principal ironmasters have on hand as many orders as they desire, and there are large contracts yet to be made, for railway iron. The accounts from the Continent, as well as from the United States, seem to have infused great confidence into those concerned in the manufacture of this important article, with regard to prices; and there can be no doubt but that the improved state of things manifest in the iron districts, is extending itself to trade generally, as much more activity is prevailing in many of the branches of hardware, than latterly had been the case.—*Birmingham Advertiser.*

IRON.—The present prices of this article are, British pigs, No. 1, 6*l.* per ton; ditto Welsh cargo, 5*l.* 5s.; British bars, 9*l.* 10s. to 9*l.* 15s.; Welsh, 8*l.* 15s.—*Monmouthshire Merlin.*

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

AMOUNT OF SALES OF COPPER ORES IN CORNWALL,

FROM 1ST JANUARY TO 30TH JUNE, 1838.

Date.	No. of Tons. 21 cwt.	Aver. Prod. p. cent.	Quantity of Fine Copper.	Average Standard.	Average price per ton.	Amount.
1838			*Tons. Cwt.*	£ s.	£ s. d.	£ s. d.
Jan... 4	4131	7⅜	314 7	111 5	5 15 0	23,618 10 0
,, .. 11	3212	9¼	299 12	108 18	7 6 6	23,802 18 6
,, .. 18	1952	6⅝	129 3	117 12	5 0 6	9,821 4 6
,, .. 25	3192	7¾	248 2	112 6	5 19 0	19,079 14 6
Feb... 1	2643	7⅛	190 0	114 0	5 7 6	14,408 18 6
,, .. 8	3907	7⅞	309 14	110 17	5 18 6	23,589 2 0
,, .. 22	2024	8⅛	165 17	108 18	6 2 0	12,494 18 6
March 1	2558	7¾	197 17	110 2	5 15 6	14,758 18 6
,, .. 8	4256	7⅞	312 18	111 3	5 8 6	23,077 15 0
,, .. 15	3640	8⅝	313 5	107 3	6 9 6	23,561 16 0
,, .. 22	2457	7⅜	181 2	113 8	5 12 0	13,788 17 6
,, .. 29	3321	7⅝	254 16	111 8	5 15 0	19,269 16 6
April 5	2749	7⅞	196 8	113 7	5 6 6	14,707 19 0
,, .. 12	4015	8	318 16	110 17	6 2 0	24,304 5 6
,, .. 19	1603	8	128 10	110 0	6 1 0	9,732 9 6
,, .. 26	2624	7¾	204 3	111 15	5 18 0	15 598 8 0
May.. 3	4128	7¼	294 8	115 2	5 9 0	22,820 10 6
,, .. 10	3446	8⅜	297 11	111 14	6 17 6	23,762 4 6
,, .. 17	2954	7¼	215 1	113 13	5 9 0	16,322 9 6
,, .. 24	3404	7¾	263 0	111 0	5 17 0	19,839 1 6
,, .. 31	2917	7⅛	210 1	114 0	5 7 6	15,928 10 0
June 7	3564	7⅞	281 8	110 13	5 19 0	21,338 11 6
,, .. 21	2659	7⅞	210 16	109 4	5 17 0	15,708 11 0
,, .. 27	2915	7¾	226 9	108 11	5 13 0	16,567 0 0
	74331	7¾	5763 4	111 10	5 18 0	£437,902 10 6

AMOUNT OF SALES OF COPPER ORES IN SWANSEA,

FROM 1ST JANUARY TO 30TH JUNE, 1838.

Date. 1838.	Tons.	Average Price. £ s. d.	Amount. £ s. d.
Jan. .. 17	1715	16 17 8	28,955 6 0
Feb. .. 14	2553	12 5 7	31,347 6 0
March 14	2661	13 5 7	35,342 18 0
April .. 4	2017	16 8 8	33,149 7 6
,, .. 18	2386	12 6 9	29,443 3 0
May .. 2	2579	9 9 0	24,376 13 0
,, .. 16	1895	12 5 6	24,215 12 6
,, .. 30	1934	8 8 10	16,052 7 0
June .. 13	2349	8 19 4	21,066 2 6
,, .. 27	2510	12 2 1	30,386 6 6
	22,599		£274,334 15 0

FOREIGN COPPER ORES,

SOLD AT SWANSEA FROM 1ST JANUARY TO 30TH JUNE, 1838.

Mines.	Quanity. (21 cwts.)	Average value. £ s. d.	Amount. £
Chili	3955	21 1 6	83,545
Cobre	3388	23 5 0	78,824
Copiapo	717	19 6 0	13,773
Alten	439	13 4 6	5,866
Cuba	262	15 5 0	4,119
Mexican	90	8 17 0	797
Peru	40	3 0 0	119
	8891		£186,983

IRISH COPPER ORES,

SOLD AT SWANSEA FROM 1ST JANUARY TO 30TH JUNE, 1838.

	Quantity. (21 cwts.)	Average value. £ s. d.	Amount. £ s. d.
Knockmahon	3412	8 5 2	28,182 10 6
Allihies	2875	9 13 0	27,740 7 6
Ballymurtagh	2973	2 18 10	8,752 17 0
Tigrony	715	4 16 10	3,463 9 0
Cronebane	694	4 15 0	3,297 17 6
Ballygahan	537	3 12 7	1,948 19 0
Connorree	284	4 16 10	1,375 16 0
Laxy	95	3 9 10	331 16 0
West Carberry	42	5 5 0	220 10 0
Tipperary	19	5 12 6	106 17 0
Wicklow	8	3 10 6	28 4 0
	11,654		£75,449 3 6

AMOUNT OF SALES OF BLACK TIN IN CORNWALL,

FROM 1ST JANUARY TO 30TH JUNE, 1838.

Date. 1838.	Tons.	Average Price. £ s. d.	Amount. £ s. d.
Jan. .. 9	164	48 12 6	7,974 12 11
,, .. 16	82¾	50 3 3	4,125 14 4
Feb. .. 13	182½	51 5 2	9,354 8 8
,, .. 20	163	50 2 10	8,173 0 7
March 13	178	52 9 5	9,340 2 6
,, .. 20	131¾	51 1 3	6,727 10 5
April .. 10	209¾	52 12 11	11,042 16 10
,, .. 16	172¾	50 1 2	8,648 1 1
May .. 8	220½	49 13 9	10,956 6 10
,, .. 15	126¼	48 1 3	6,068 3 7
June .. 12	195	47 12 11	9,290 18 9
,, .. 19	229¾	43 15 0	10,467 19 6
	2,055½		£102,169 16 0

STEAM NAVIGATION ON THE THAMES.—Steam navigation has so considerably advanced of late that we are not surprised at the establishment of an undertaking under the title of the "Thames Omnibus Steam Packet and Pier Company." We confess we smiled at the idea of an "omnibus" on the Thames, but on perusing the prospectus, whereby we found that the objects of the company were to supply by water those conveniences which afford to the public so much convenience on land, we readily admitted that an undertaking of the kind was not only feasible, but might be attended with profitable results to the shareholders. We find from the prospectus, that the present modes of communication by water conveyance between Richmond and Woolwich are much confined, while by the establishment of the present company, it is proposed to have stations in the way of hackney coach stands of the "olden days," and thus afford facilities which the public do not now possess. We fear their success will affect the watermen, but that is a matter on which it is not for us to dilate. The traffic alone into London from those points [illegible] form stations for the company, say between Richmond and [illegible] that of 14,327,008 persons annually, and if credence [illegible] the prospectus, which we have no reason to doubt, [illegible] profit is to be calculated upon from the undertaking. [illegible] observe, on the advantages of steam navigation as late [illegible] this we feel fully assured—it has not yet arrived at perfection.

MINING CORRESPONDENCE

ENGLISH MINES.

ST. HILARY MINING COMPANY.

July 21.—*Seventy Fathom Level West.*—Lode ten inches wide, producing some good stones of ore. *Seventy Fathom Level East.*—Lode nine inches wide, with some good stones of ore. *Stopes* (in back of said level).—Lode eighteen inches wide, producing good ore. *Sixty Fathom Level East.*—Lode eighteen inches wide, producing stones of ore on the south part. *Sixty Fathom Level West.*—Lode six inches wide—no alteration. The tributers are doing well. C. H. RICHARDS.

GWINEAR MINING COMPANY.

July 21.—*Thirty Fathom Level West.*—Ground improved, with some stones of tin. *Winze* (in bottom of twenty fathom level).—Lode two feet wide, good work. We have communicated the winze from the ten fathom level to the twenty fathom level, and have put the men to stope east and west of said winze; lode eight inches wide, good work, and the tin of excellent quality. *Stopes* (in back of said level west).—Lode eight inches wide, good work. C. H. RICHARDS.

BRITISH TIN MINING COMPANY.

July 23.—*Roberts' Shaft.*—The lode in the shallow or adit level is from six to eight inches big; it has in the week been poor, but at present is looking better. Let two fathoms, at 2*l.* per fathom. *Trelawor Adit.*—This level is still full of deads. We have scarcely seen any lode since we began to clear this level—nearly all worked away. I rather think we are not far from the end of the ground. J. BRAY.

TAMAR SILVER LEAD MINING COMPANY.

July 23.—We have this day sampled a parcel of silver lead ores, computed forty-seven tons, for sale, by tender, on Saturday, the 4th of August next, at per 21 cwts. dry ore, delivered free on board at the wharf here, and have forwarded samples thereof to the several smelters. At the bottom level going south, there is no alteration in the lode since my last report. In driving the 105 fathom level south, the lode is producing silver lead ores, but rather smaller than it was last week. During the past week we have broken some very rich work from the south end, at the ninety-five fathom level, but the lode is not now so productive. We are desuing the lode in the eighty-five fathom level going south, so cannot report its character. The shaft at North Tamar is sunk eight fathoms and a half. MARK JAMES.

PERRAN CONSOLIDATED MINING COMPANY.

July 23.—We hope to be in a situation to work the engine and flat-rods to draw from Windus' shaft by the latter part of this week (say Friday next), when we shall at once resume the sinking of that shaft. At Rose we find the water just at the same level as when we suspended operations about four fathoms below the ten fathom level. We are sinking a winze from adit to the ten fathom level for ventilation, footway, &c., in that part of the mine, and which will be completed in a few days. We shall sample next Monday, 30th inst., about eighteen tons of lead ore. RICHARD ROWE.

CORNUBIAN MINE.

Chiverton, July 24.—Our eight fathom level, on the Chiverton lode, is not quite as well as it was the last report, but still contains lead in the lode, and the ground is quite favourable for lead, and I think that we shall have a good lode there soon again. Very little alteration in our twenty-four fathom level since last report. The same level east, on the west caunter, lode large and kindly, not rich. Our thirty-two fathom level west, on the Chiverton lode, has improved greatly this week. We have a good lode in the bottom of this level, and we hope soon to have it to a greater extent. We have still a good lode a little to the west of old engine-shaft, under the sixteen fathom level. We weighed from the tributers last Friday, and sampled it on Saturday, about twenty-three tons, and we have now dressed for a new parcel two tons, and five tons undressed at the surface. J. BORLASE.

HOLMBUSH MINING COMPANY.

July 23.—The ground in the engine-shaft still continues extremely hard. The eighty fathom level driving west is much as last reported. The stopes in the back of this level is still a good course of ore—lode worth from four to five tons per fathom. The lode in the end of the seventy fathom level west is about one foot wide, chiefly muadic and spar. The lode in the stopes, at the back of this level, is not quite so good as last reported, worth at present about three and a half tons per fathom. In driving the seventy-two fathom level west, at Flapjack, no alteration, as we are still desuing the lode. The lode in the sixty-two fathom level west is two feet wide, worth from 25*l.* to 30*l.* per fathom. The lode in the fifty-two fathom level west is from twenty inches to two feet big, worth about 20*l.* per fathom. The lode in the winze sinking below the sixty-two fathom level is much as last reported, worth about one ton per fathom. Our tribute departments are much as usual, upon the whole looking favourable. With regard to our sampling, we intended to sample on the 26th and 27th, but in consequence of the sampler not being able to attend, we are obliged to defer it until Monday and Tuesday of the 30th and 31st inst., which will be about 110 or 112 tons, of a much superior quality to the last parcel. F. PHILLIPS.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, July 23.—I beg to inform you, in driving south, at the forty fathom level, the lode is from twelve to eighteen inches, chiefly composed of mundic and spar, with a small portion of silver lead ores. At the fifty fathom level north the lode is much of the same character as stated in my last—about six inches big, yielding some good stones of lead ores. In the sixty fathom level south the lode continues without alteration. In driving east, on Johnson's lode, at this level, a favourable change has taken place in the appearance of the lode; also the ground in its vicinity is a little improved, we therefore anticipate shortly the prospects in this end will be more encouraging than at present. At this level north the lode in the rise is from four to six inches in width, saving work for lead ores. In reference to the tribute department the appearance of the pitches is as well as can be expected. We sampled on Thursday last, the 19th inst., two parcels of silver lead ores, computed 37 tons, (21 cwts.) dry weight, viz.—No. 1, 15½ tons; No. 2, 21½ tons. S. HARPER.

UNITED HILLS MINING COMPANY.

July 23.—*Eastern Diagonal Shaft.*—In sinking this shaft the lode is three feet wide—one foot good ore. In the western end of the twenty-five fathom level the lode is three feet wide, and poor. In the winze sinking below this level cast the lode is two feet six inches wide—eighteen inches good ore. In the thirty-five fathom level the lode is four feet wide—three feet very good ore. *Adit Level.*—No more lode discovered. Lode in the stopes two feet wide—good ore. *Ten Fathom Level* (stopes in the back).—Lode two feet six inches wide—one foot good ore. *Twenty Fathom Level.*—Cut a lode about fifteen inches wide, with good stones of ore, but are still driving north in search of more lode. *Thirty Fathom Level.*—The lode is three feet wide—fifteen inches good ore. In the stopes the lode is two feet wide, producing ore of a fair quality. *Williams' Shaft.*—The shaft is from three to four feet wide, producing ore of a fair quality, with a promising appearance. *Thirty-six Fathom Level.*—In the eastern end the lode is three feet wide—two feet of which is very good. In the western end the lode is two feet wide, with stones of ore, and favourable ground. No alteration in the cross-cut since our last. C. PENROSE.

TINCROFT MINING COMPANY.

July 18.—I beg to inform you that we have this day sampled 152 tons of copper ore, I regret it is not much more, but I may venture to say we shall have a better sampling next, both for tin and copper. I am glad to say that we have cut into a good bunch of tin in a pitch, in the back of the 160 fathom level, working at 5s. tribute; this one pitch I expect will produce 400*l.* worth of tin stuff this month. Another pitch in the back, same level, working at 6s. tribute, has improved this last day or two for tin and copper. The 100 end is producing good saving work for tin; the ninety is improving for copper; the lode in the eighty-one end is worth from 20*l.* to 25*l.* per fathom for copper. The shaft (engine) is producing good saving work for tin and copper mixed; the 132 and 120 east and west are producing some copper ore, but not rich. The lode in the 110 east is at present a little disordered by spar branches crossing it, but I have no doubt we shall have a good lode in it again as soon as there is good lode in the bottom of the level, above which we are not as yet forth at—on the whole, I am glad to say that our prospects in this mine are now more cheering than they have been for the last six weeks. The water in Palmer's shaft is decreasing, and the ground a little more favourable for sinking, and what is very encouraging, the water in the shaft is so impregnated with copper that it even leaves a tinge of copper on the iron hoops of the water barrel, if left in the shaft from the Saturday night till the Monday morning. The tin we last sold fetched 712*l.* 17*s.* 1*d.* WILLIAM PAUL.

EAST WHEAL STRAWBERRY MINING COMPANY.

July 23.—The new engine-shaft is now sunk three feet below the adit level, and continues moderate ground for sinking. The ground in the twenty-four fathom cross-cut, driving towards the new engine-shaft, is rather stiff. The lode in the east end of the thirty-five fathom level is tinny, but rather small. The lode in the west end is about two feet big, and of a tinny description. The pitches in this part of the mine, generally speaking, appear much as usual, and the tributers are sending to work a good quantity of work. At Trewithen, we have been as far through the twenty-three fathom level as we found practicable, and is clear to the east of the old engine-shaft about twenty-three fathoms, where a stull is broken down. Westward, we can proceed about forty three fathoms of the said shaft, where a similar breakage has occurred; from the lodes in this part of the mine, the principal runs of tin appear to have been taken away at this depth, on that account we do not see the immediate necessity of clearing this level, and which will not be any impediment to our keeping the water at Roundary, which, for the present, will be our chief object, where we have cleared to the east of the winze, at the eleven fathom level (about twelve fathoms to a breakage), which we have set to the men to clear, at 20*s.* per fathom, including the removing of the attle to the shaft, which stuff, we hope, will leave something towards the expense of clearing the level, the former company having had a great run of tin ground in this part of the level. In the western level we have not made much progress in clearing, the men having been occupied the greater part of the past week in dividing the winze from this level to the twenty-three fathom level, for the purpose of a footway, as well as for the receiving of the work as it is broken. I hope to have ready for sale by the end of this week something more than five tons of black tin. F. EVANS.

FOREIGN MINES.

MEXICAN MINING COMPANY.

July 19.—*Extracts of Letters received from the Company's Agents at their Mines in Oaxaca.*

April 24.—With reference to our advices of the 24th ult., by last month's mail, conveying the agreeable intelligence that the lode of the San Francisco mines had been cut, in ores, at their different points, we have now to advise that thirty-seven cargas of ore, of an average ley of two and a half ounces of silver per quintal of ore, have been obtained from the lowest working, the adit of Jesus Maria. The other two points alluded to in our last have not since been followed up, neither will they be, until Mr. Kurtz has completed his arrangements for the extraction of the ores, at a cheap rate, by means of the railroads which he is now constructing in the adit of Soledad, and the cross-cut driven from the shaft sinking from Soledad to Jesus Maria. The new wet stamping-mill, for concentration of poor ores, at Yavesia, having been completed, was set to work on the 18th inst., and works well. At Socorro we have completed the crushing of torta, No. 4, consisting of 1000 cargas of Purisima halvans, and have commenced the crushing of another torta (No. 10) of halvans from the mine Rosario (north), and Santa Gertrudes. *From Mr. Fenochio.*

May 15.—It affords me the most lively pleasure to state that I continue to receive from Mr. Kurtz assurances of his confidence that the discovered lodes in the mines San Emigdio and San Francisco have every appearance of turning out productive, with such ores as will leave a profit. At present Mr. Kurtz is preparing the adits for the railroads, parts of which are already at San Francisco; when these are completed, I hope to see the haciendas supplied with abundance of good ores, obtained at a cheap rate, by means of the carts which have been received from Germany, thus effecting a great saving of manual labour, and materially accelerating the workings of the mines. The concentration of poor ores continues favourable. The eleventh trial (if it can any longer be considered such, from the uniform success which has hitherto attended this operation), at Socorro, is now crushing, consisting of 1000 cargas of halvans from the mine San Miguel de la Cumbre, which promises to be the best yet attempted, for, if we may judge from the assays of the first tanks, I should say the lamas (which Mr. Kurtz, in his letter of the 12th May, estimates at 1300 to 1400 quintals from this torta), will come up to nearly two ounces per quintal. Trial No. 10, reported in my last, contained 1⅝ oz. per quintal, and has given, by gold pan amalgamation, 22¾ oz. of auriferous silver, with an alloy of 300 grains of gold per mark. The first trial in this hacienda, with the new wet stamping-mill (announced in my last as just set to work), consists of 1000 cargas of Purisima halvans, the crushing of which is not yet completed. As we have no gold amalgamation pans at this hacienda, we shall be enabled shortly to ascertain the comparative value of the produce of tortas in this hacienda without pans, and that at Socorro with them.

Mr. Kurtz, in his letter of the 12th May, expresses his entire satisfaction with the working of this new mill, which he says is, in some respects, superior even to the one at Socorro. We are preparing for barrel amalgamation 836 quintals of different kinds of ore, which will average about four and a half ounces of silver per quintal, principally from polvillos, of concentration and bought ores.

The blockade of the Mexican ports by the French squadron has caused very great excitement throughout the country. I do not think that we have much to fear from it personally, but I dread the effects of it as regards our communication with the capital, and the consequent interruption of our supplies of money from thence, as the roads have become, as usual in cases of excitement, very insecure. If this state of things should continue much longer, it must necessarily occasion a partial suspension of our operations, from the absolute impossibility of obtaining money, even for our bars of silver; already even, with a view of nursing our means to the utmost, we have been obliged to place the working of the mines on what is called the "prestamo" system, that is, paying the miners only half their earnings at present, the remainder to be paid when we can obtain our regular supplies of money—with which they are obliged to be contented, so long as this interruption continues. Fortunately, we obtained a fresh supply of quicksilver before the blockade took place.

Mr. Kurtz, in his mining report to the 14th May, concludes with this remark:—"I am very glad to be enabled to confirm the good news in my last report of the continuation of good ores from the adit of Jesus Maria," from which, according to the mining epitome, thirty-six cargas had been obtained during the weeks ending on the 1st, the 7th, and the 14th of May, which, however, had not been assayed at the date of their last reports.

ZACATECAS MINING COMPANY.

Zacatecas, May 20.—The express will leave immediately, and I have thus barely time to state to you in general terms that the company's affairs in this district proceed very satisfactorily, and I believe I am fully authorised to say that my next dispatch will probably inform the board that we have cut the Meona lode in the Valenciana shaft; the clearing (not the unwatering, for that is done) of the Descabridora shaft, on the Leona vein, is going on rapidly, and we expect ere long to arrive at the planes. The extraction of ores in the old workings of that mine may amount at present to about 100 cargas weekly, containing on an average three marcs per carga. I hope to increase this produce to at least 150 or 160. The ley I just mentioned is, I may assert, rather underrated than otherwise; all, however, depends upon what we shall find in the planes, but in every possible case I have reason to flatter myself that this mine, let it turn out as it may, will repay, with a moderate interest, the sums laid out upon it. In Santa Teresa I merely continue the amparo.

NATIONAL BRAZILIAN MINING COMPANY.

Cocaes, April 28.—Exclusive of the present veins we are addressing our efforts to place the Caxorinho in a course of work; got about four and a half fathoms to drive to reach the heart of the vein, and some twenty fathoms of tramroad to finish; the ground is troublesome, but I trust it will not be long ere this work is completed, and we are enabled to open our stopes. I had hoped that we should have already been in full work on these different veins, but the necessary distraction of our limited force to so many points, I trust will satisfactorily account for the long period it has occupied.

May 8.—From Cuiaba my last letters are dated the 5th inst.; they had commenced stamping the stone from the new stopes in the Serrote, which, in thirty-six hours stamping, gave them 15 oz. gold.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, May 16.—On the subject of the employment of peones underground, there is a security against its excess in the difficulty of procuring them, more particularly in tillage and harvest time, and which has caused a delay in the commencement of one of the new winzes under La Cruz level, the attle being still lodged there. The low price of maize for the last two years, enabling the workmen to maintain themselves with little work, has reduced the number of labourers. For these reasons the peones offering themselves for employment are frequently less than the number required, which compels us to postpone the least pressing work until peones can be obtained—a remedy for this evil has not been overlooked; we have, and are still encouraging Indians of the district of Actopan and Ixmiquilpan to be employed, have succeeded, but not to the desired extent. In forwarding the estimate for June month, I beg to observe, that the statements I gave in my letter per last packet, as to the reduced ley of the ores, will account for the returns being comparatively low; at the same time, the costs are augmented by the amount of the invoice per *Elizabeth*, and the quarterly alimentos make the result more unfavourable. The estimate shows costs $80,000; returns fifty-five bars, $68,200—loss, $11,800; 2 per cent. is still offered for our mixta bars, as the competition still exists, it is possible that we may obtain a further advance. The new pressure engine, at La Virgen, was put in operation about a week since, and works very well; observes of a greater loss of silver in the smelting, at San Miguel, than at Regla, that they have not yet ascertained the cause, but that it is abating.

BOLANOS MINING COMPANY.

Zacatecas, May 20.—We have at last drained the principal "pozos" of the planes of barranca, most of which were found as described by Mr. Miner; they will now require to be sunk one or two varas before we can ascertain the quantity of ore which we can expect to raise. The stock of good ores in pillars, &c., above the bottoms, we calculate at about 16,000 cargas, of an average ley of from 14 oz. to 16 oz. per carga, will beneficiate 500 to 600 cargas per week, which, if giving 15 oz. each, will produce about $9000, sufficient to cover our present costs, which have been high of late, owing to the drainage by hand pumps, costing nearly $1000 per week, which will be reduced one-third. San Clemente has improved, the average quantity of ore raised has been 500 cargas per week, but during the last three or four weeks has been 700 and 750; doubtful whether it will continue so; the ores having given from ten to thirty marcs per monton, and the expenses between $4000 and $5000 per week, the average profit for this quarter will exceed $3000 per week, reckoning to beneficiate only 500 cargas; Mr. Llaguno has attacked the owners, saying that the measurement of the "pertinencias" were not given by the judge properly, and that, therefore, they do not possess the mine lawfully, and has denounced it. The owners being the individuals attacked, it is for them to defend their property, but if left to themselves, we might run a risk—have joined them, and will endeavour to get a decision in our favour; our prospects in it are favourable, for Mr. Llaguno has no foundation for his claim.

Sauceda, May 15.—Gallega has not improved, the profits of this month probably will be considerably lower than April, although the cargas raised in the week, ending 12th May, amounted to $2000, a produce which exceeded our expectations, perhaps will not last for some time; are at present trying the mines of Gajuelos and Almaden, with some hopes of success. The mine of San Clemente is now a very important one to the company, as the produce will assist in promoting their interest in this country; the ores raised are exceedingly rich, and the quantity which is extracted considerable when we bear in mind the newness of that concern, as yet it is only from forty to fifty varas deep, which circumstance entitles us to great expectations.

ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, May 18.—*Abandoned and suspended mines.*—The dividends received from Guadalupe mine in the months of March and April, amounted to the sum of $25 5; the party who have rented the mine of Tepeyac seem disposed to commence works of speculation therein, it is undoubtedly the interest of the owners to encourage this disposition, and we shall accordingly do so; the company's share, as you are aware, is eighteen bars, and should the new adventurers be more fortunate than we have been, and make any important discovery, this share may yet be valuable. Sirena continues very poor, the weekly results have been as follows:—

Week ending 21st ult.,	memoria	$427 3 0;	mine share of produce	$577 0 6
,, 28th	,,	427 0 3	,,	,, 365 4 0
,, 5th inst.	,,	403 5 3	,,	,, 342 6 0
,, 12th	,,	456 0 7	,,	,, 579 2 6

and the result of the year comprising nineteen weeks has been a small profit of about $120.

San Augustin and San Lorenzo.—I notice, and shall strictly conform to your wish, not to embark at one and the same time in more dead works or of discovery, than may be absolutely necessary for the development of the mines. At present, the only work carrying on in the mine is the frente of San Juan, which is driving on the cuerpo en medio, under the planes of San Lorenzo, and towards those of Asuncion, with the twofold object of proving the vein at this point, and communicating with the planes just named; so far the vein has been found poor, and we have not fallen in with the planes or any indication of their proximity, which lead me to infer that those of San Lorenzo are not so deep as we had expected; this work ought, however, still to be continued, because it is one which at any moment may assume a more cheering appearance than it has hitherto done.

Santa Ursula and Asuncion.—I observe with pleasure, that you invest me with a discretionary power to undertake the drainage of the Santa Ursula shaft; this work has, in some degree, been forced upon me by circumstances since I addressed you on the subject in December last, and has already been effected to some considerable extent; the many extensive workings which we have fallen in with since the junction was made between the adit of San Nicolas and the cross-cut of San Jorge, commencing almost from the very point where these two works intersected each other, have convinced me that our chance of permanent success depends more upon the planes of these mines than upon the upper levels, although these may help us somewhat. The clearing out of the old workings in the direction of the planes of Asuncion, was carried on until the foul air became so prevalent as to render further progress both slow and expensive; these operations have, therefore, been suspended, until the water in the shaft is lowered a little below the first old despacho; this, we hope to effect in less than a month from the present time, and then we shall probably relax a little in the drainage, and set about investigating the mine from the level of that despacho upwards to the limpias now suspended. In the course of this investigation we ought to meet with the workings and contraciels of San Pedro, spoken of by the despachador Moran, and we shall certainly be able to form a better opinion than now as to the propriety of continuing the drainage further, and with the object of getting down to the plan del valle, also spoken of by the same individual. Our operations in these mines are strictly speculative, so far as we have gone we have found broken ground where we had hoped to have met with macizo thus proving that they have been more extensively worked than had been previously imagined, but the regularity and extent of the workings show that they must have possessed some value, and that they cannot have been excavated merely in "search" of ore, but that large quantities must have been met with and extracted from them, and thus they favour the presumption that at a greater depth, and in the less worked parts of the mines, we may find the vein good and productive, at all events they are now undergoing a very fair and effectual trial, and at a moderate cost, as compared with other trials of a similar nature.

UNITED MEXICAN MINING ASSOCIATION.

Report on the state of the workings of the Mine of Rayas.

May 17.—*La Purisima.—Santa Victoria.*—The general produce of all the workings of Santa Victoria, is of the common classes of ore, amongst which a very small quantity of a superior quality presents itself in narrow threads. In the point most advanced to the south-east (front of Apostoles), the body of ores appears to be widening, but their quality does not improve.

San Hermion.—The ores are now found inclining to the upper part of the lode, and at the same time on the south-east side of the working. They are neither of the quality, nor in the same quantity as formerly.

Forty-nine pair of barmen (now reduced to forty-five) have been employed in La Purisima by day, and thirty-six by night.

The weekly produce of ores in the rough state has averaged 2200 cargas, which, when picked, have yielded 142 cargas of azogues, of about twelve marcs per monton in the patio, and two marcs plata de ley in the arrastres—sixty-eight cargas tierras de mortero, and 300 cargas tierras de labor, together of nearly six marcs per monton in the patio, and one marc plata de ley in the arrastres.

San Cayetano.—The fourth pit of Jesus contains some bunches of good ore, besides the common classes. The front to the north-west is advancing on ordinary ores. The pit of San Feliciano is yielding a considerable quantity of ore, some of which is of fair quality; and a front to the south-east has been commenced, on fruits similar to those of the pit. The old front of San Feliciano advances slowly, and in borrasca.

Eighteen pair of barmen (now increased to twenty-two) have been employed in San Cayetano by day, and as many by night.

San Pio.—The pit is advancing on very ordinary ore. In the front and contra cielo the better classes of ore are rather scarce, nor are the more ordinary very abundant.

Six pair of barmen have been employed by day, and as many by night.

The weekly produce of ore in the rough state, from San Cayetano, and San Pio, has averaged 1100 cargas, which, when picked, have yielded fifty-eight cargas of azogues, and twenty-five cargas tierras de mortero, together of about six marcs per monton in the patio, and one marc plata de ley in the arrastres.

San Miguel.—Since the last report 2.21 varas have been driven in the cross-cut. The lode contains numerous small cavities, and there is no appearance of ore. The ores produced from the points about Dios-te-guie, are of a very ordinary quality, and at the same time they are rather scarce.

The weekly produce of picked ores has averaged twelve cargas of azogues, and nine cargas of tierras de mortero.

There have been three sales of ores extracted by the buscones, amounting in all to $16,107 3, of which one-half, $8053 5 4 belongs to the mine, and ores to the amount of $285 have been sold on account of the mine.

Ores sent to the haciendas.—San Matias, 1147½ cargas; barrera, 2093 cargas.—Total, 3240½.

Upon closing the account in the mine, on the 28th April, there was a very considerable surplus of tierras de labor, de la Purisima, and the greater part of the ores sent to the haciendas, is of this class. The ores on hand in the mine are those that have been picked since that date, and are as follows:—Picked, 666 cargas; unpicked, 800 cargas.—Total, 1466.

G. R. GLENNIE.

Contract for Rayas.—With respect to this important subject, Mr. Shoolbred in his last dispatches, dated 18th May, advised that negotiations were pending for a removal of the contract, and which would, no doubt, be brought to a termination in time to apprise the directors by the following packet.

Remittances.—The departure of the conductas not having been interrupted by any measure or instructions emanating from the general government, two were dispatched from hence last week, one for the city of Mexico, and the other for Tampico; it having been also ascertained that no obstacle would be thrown in the way of embarking specie and bullion by the British packets. With regard to the latter, the question has been illustrated by the *Delight*, the return February packet, having received as usual, a sum of about $200,000, lying at Tampico for shipment to England, and at the same time landed the quicksilver which she had on board for the same port. Under these circumstances, I have forwarded by the conducta of the 12th instant, from hence, the sum of $55,000, and directed Messrs. Erdmann to ship the amount, less the usual charges, by first British packet, to the order of the chairman of the court, which I trust will be effected by the *Alert*, the vessel just arrived, Mr. Ashburnham having been previously solicited to authorize her commander to prolong his stay at Tampico until the arrival of our conducta, in consideration of the actual precarious state of things arising out of the French question, and consequent blockade. The very unusually early arrival of the *Alert* packet may, however, disappoint us in this respect, because the detention required at Tampico will embrace a period of about a week, under ordinary circumstances, which I fear may be considered too long by Mr. Ashburnham. In that case, the funds must necessarily remain at Tampico until the next succeeding packet, which is not in any way agreeable to remitters, nor could have been foreseen by them.

NOTE.—The remittance above mentioned, and amounting to $52,999 has been received.

London, 19*th July*, 1838. JOHN MATHER. *Sec.*

Statement showing the outlay and returns, in respect of the mine of Rayas from the 29th October 1836, to the week ending the 28th April 1838, on expiration of the company's contract, in respect of 15½ bars held by the Sardaneta family, and the value of ores on hand:—

Amount of surplus on Oct. 29, 1837		$103,349 1 5
Outlay from October 29, 1837, to April 28, 1838	$394,048 6 7	
Returns during the same period	580,223 2 0	—186,174 3 1
Value of Ores at Haciendas belonging to the Mine.		
Haciendo of San Matias	$28,530 0 0	
Hacienda of Barrera	31,938 0 0	— 60,468 0 0
Total Surplus		$349,991 4 6

J. N. SHOOLBRED, Man.

THAMES TUNNEL.—Mr. Walker, the celebrated engineer, has, at the instance of government, made a report on the Thames Tunnel. He is decidedly of opinion that it would be imprudent to carry out the excavation farther, without adopting some plan for giving greater solidity to the bottom of the river between the Middlesex shore and the point which the shield has now reached. The ground under this part of the river is composed of materials so loose, that it would be an incalculable expense, as well as a dangerous experiment, to proceed further with the shield under present circumstances. Mr. Walker recommends that two rows of close piles should be driven into the bed of the river, one row on each side of the line of the tunnel, so that the tops of the piles shall be as high as the tide at low water, and that the space between the rows, after having been emptied of the silt, sand, &c., shall be filled with clay. A considerable time must then be allowed for solidification, after which the work may be resumed with every prospect of success. The expense of the piling Mr. Walker estimates at 10,000*l*.

LONDON AND BIRMINGHAM RAILWAY.—We hear that the 10th of September is the day fixed for opening the whole of the railway line between this town and London.—*Birmingham Advertiser*.——A number of the engineers and directors have made an experimental journey from Denbigh Hall to the town of Kilsby, through the enormous tunnel leading to Kilsby. The journey was made for the purpose of trying the solidity of the road. The distance from Denbigh Hall to Kilsby is ten miles, and the road will be opened to the public on the 1st of August next.—*Derbyshire Courier*.

THE GREAT WESTERN.—This noble vessel sailed from Kingroad, on her third voyage, about five o'clock in the evening of Saturday, the 21st inst. She took out 118 passengers.—*Bristol paper*.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 25th instant, was as follows:—Gold coin to Canada, 2500 oz.; ditto to Mauritius, 1500 oz.; ditto to New York, 26,870 oz.; ditto to Boston, 50 oz. Silver coin to Mauritius, 3295 oz.

PURCHASES OF BLACK TIN AT REDRUTH.

JULY 17.

Purchasers.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount
				£ s. d.	£ s. d.	£ s. d.
TRELOWETH & CARVEDRASS HOUSES.	Wheal Kitty	10½		41 12 6	347 1 3	
	....	10		38 0 0	380 0 0	
	Polgooth	20¼		43 15 0	885 18 9	
—	...	2		39 15 0	79 10 0	
—	Carnon	1		....	42 15 0	
—	ConsolidatedMines	1½		36 5 0	54 7 6	
—	....	1½		36 5 0	54 7 6	
—	Gavrigan	3½		47 0 0	164 10 0	
—	Perran Downs	3		46 10 0	139 10 0	
—	Larkholes	2½	56	44 2 6	110 6 3	2348 6 3
TRELISSICK HOUSE.	Wheal Trumpet	1½		46 2 6	69 3 9	
	Wheal Kitty	10½		41 12 6	437 1 3	
—	Wheal Budnick	2		40 7 6	80 15 0	
—	Wheal Ann	1¾	15¾	46 17 6	82 0 7	669 0 7
CHYANDOUR, ANGARRACK, & CALENICK HOUSES.	Charlestown U. M.	5½		43 17 6	241 6 3	
	....	7½		42 15 0	320 12 6	
	....	1		....	41 0 0	
	....	2¾		31 10 0	86 12 6	
—	Wheal Kitty	3		41 5 0	123 15 0	
—	....	1½		12 10 0	18 15 0	
—	Wheal Budnick	2½		46 12 6	116 11 3	
—	....	2		42 7 6	84 15 0	
—	Wheal Grey	10		45 12 6	456 5 0	
—	Poldice	5½		40 5 0	221 7 6	
—	....	2		36 2 6	72 5 0	
—	Carnon	4¼		51 0 0	216 15 0	
—	...	1½		43 2 6	64 14 9	
—	ConsolidatedMines	2		33 10 0	67 0 0	
—	....	1		....	33 10 0	
—	Wheal Ann	1¾	53¾	46 17 6	82 0 8	2247 4 5
TRETHELLAN & MELLANEAR HOUSE.	Charlestown U.M.	5½		43 17 6	241 6 3	
	....	7½		42 15 0	320 12 6	
	....	7¾		40 2 6	310 19 4	
—	Wheal Budnick	2½		46 12 6	116 11 3	
—	....	7		44 10 0	311 10 0	
—	....	4		41 2 6	164 10 0	
—	Carzize Consols	9		45 10 0	409 10 0	
—	Poldice	1		....	29 7 6	
—	....	½		33 2 6	16 11 3	
—	Carnbrea	5½		43 2 6	237 3 9	
—	....	2¼	52¾	37 2 6	83 10 7	2241 12 5
			178½			75[illegible]6 3 8

PURCHASES OF COPPER ORES AT SWANSEA,

JULY 11.

Purchasers.	Mines	Tons	Total	Price.	Amount.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
1. FREEMAN & Co.	Connorree	..	31	4 1 0	....	125 11 0
2. P. GRENFELL & SONS	Knockmahon	21		6 3 6	129 13 6	
	Cobre	68		20 8 6	1388 18 0	
—	....	67		21 6 6	1428 15 6	
—	....	25½		22 1 6	562 18 3	
—	....	44		26 1 6	1147 6 0	
—	...	26		24 11 6	638 19 0	
—	Ballymurtagh	72		1 17 0	133 4 0	
—	....	53		1 16 6	96 14 6	
—	....	17½		1 16 0	31 10 0	
—	Connorree	14		3 4 6	45 3 0	
—	Ballygahan	44		2 16 0	123 4 0	
—	...	35		2 7 6	83 2 6	
—	Sygun	28	515	1 14 6	48 6 0	5857 14 3
3. CROWN COPPER Co.	Ballymurtagh	17½		1 16 0	31 10 0	
	Allihies	99		8 10 6	843 19 6	
—	....	53		9 10 0	503 10 0	
	Connorree	44	213½	2 5 6	100 2 0	1479 1 6
4. SIMS, WILLYAMS, NEVILL, and Co.	Knockmahon	13		9 0 0	117 0 0	
	Chili	29		51 12 6	1497 2 6	
	...	22		51 9 6	1132 9 0	
—	....	76		16 19 6	1290 2 6	
—	Margam	32		14 19 6	479 4 0	
—	....	28		14 0 0	392 0 0	
	....	22	222	4 12 6	101 15 0	5009 12 6
5. VIVIAN & SONS.	Chili	26		51 6 6	1334 9 0	
	....	23		51 6 6	1180 9 6	
—	Cobre	25½	74½	22 1 6	562 18 3	3077 16 9
6. WILLIAMS and Co.	Knockmahon	130		8 11 0	1111 10 0	
	....	101		6 17 6	694 7 6	
—	Chili	20		51 11 6	1031 10 0	
—	...	19		50 14 0	963 6 0	
—	Cobre	10		29 14 0	297 0 0	
—	Tigrony	90		5 2 0	450 0 0	
—	...	78		5 9 0	425 2 0	
—	....	76		5 3 6	393 6 0	
—	Connorree	5		52 11 0	262 15 0	
—	Llandidno	35		1 0 6	35 17 6	
—	....	23		1 1 0	24 3 0	
—	Copiapo	27	614	18 11 0	500 17 0	6198 14 0
MINES ROYAL Co.	Knockmahon	140		8 0 0	1120 0 0	
	...	67		8 0 0	536 0 0	
—	Chili	52		16 18 0	878 16 0	
—	....	83	342	17 19 0	1489 17 0	4024 13 0
			2012			25773 3 0

METEOROLOGICAL JOURNAL, 1838.

July	Thermometer.	Barometer	July	Thermometer.	Barometer
Thursd. 19	from 51 to 75	30,16 to 30,07	Monday 23	42 .. 68	30,08 .. 29,98
Friday.. 20	54 .. 72	29,96 . 29,94	Tuesday 24	41 .. 64	29,88 . 29,91
Saturd. 21	51.. 70	29,94 .. 30,00	Wednes. 25	42 .. 60	29,93 .. Stat.
Sunday 22	50 . 63	30,06 .. 30,08			

Wind N. W.

Generally clear, except the 23d and two following days, when rain fell.

Rain fallen ,0875 of an inch.

Edmonton. CHARLES HENRY ADAMS.

PURCHASES OF COPPER ORES AT TRURO.

JULY 19.

Purchasers.	Mines.	Tons	Total	Price.	Amount.	Total Amount
				£ s. d.	£ s. d.	£ s. d.
MINES ROYAL 1.	Wheal Jewel	53		8 11 6	454 9 6	
—	....	95		8 1 6	767 2 6	
—	...	82		4 7 6	358 15 0	
—	...	81		4 18 6	398 18 6	
—	...	44		5 18 6	260 14 0	
—	....	43	398	5 8 6	233 5 6	2473 5 0
2. VIVIAN and SONS.	Tresavean	63½		4 2 6	261 18 9	
	....	90		4 4 6	380 5 0	
—	....	43		4 0 6	173 1 6	
—	...	70		4 19 6	348 5 0	
—	....	66		4 0 6	265 13 0	
—	....	54		5 1 6	274 1 0	
—	....	24		3 1 6	73 16 0	
—	....	42		4 6 6	181 13 0	
—	Wheal Jewel			8 11 6	454 9 6	
—	Hallen Beagle	[illegible]		3 7 6	97 17 6	
—	Carharrack	13½		1 17 6	25 6 3	
—	Poldice	26		3 15 6	98 3 0	
—	....	2		8 11 6	17 3 0	
—	Wheal Vor	95		8 15 6	833 12 6	
—	Sidney Cove	92		5 4 0	483 12 0	
—	Great Work	41	805	10 16 6	441 15 6	4410 12 6
3. FREEMAN & Co.	Wheal Jewel	40		8 16 6	353 0 0	
	Wheal Unity Wood	122		5 17 6	716 15 0	
—	....	111		5 6 6	591 1 6	
—	....	90	363	5 14 6	515 15 0	2176 11 6
4. GRENFELL and Co.	Tresavean	43		4 0 6	173 1 6	
	....	71		4 9 6	317 14 6	
—	....	24	138	3 1 6	73 16 0	564 12 0
5. CROWN COPPER Co.	Wheal Jewel	24		8 0 6	192 12 0	
	Poldice	54		3 15 0	202 10 0	
—	....	35		6 14 6	235 7 6	
—	Cook's Kitchen	53		3 7 0	177 11 0	
—	....	40		3 7 0	134 0 0	
—	....	21		13 19 6	293 9 6	
—	Great Work	6½		3 1 0	19 16 6	
—	Wheal Tolgus	31	264½	4 0 6	124 15 6	1380 2 0
6. SIMS, WILLYAMS, NEVILL, and Co.	Tresavean	63½		4 2 6	261 18 9	
	...	93		4 17 0	451 1 0	
	...	15		2 18 0	43 10 0	
—	Fowey Consols	100		5 2 6	512 10 0	
—	Carharrack	83		3 15 0	311 5 0	
—	....	41		4 3 6	171 3 6	
—	....	36		2 15 6	99 18 0	
—	....	13½		1 17 6	25 6 3	
—	Wheal Maiden	25		4 3 6	104 7 6	
—	...	13	483	1 17 6	24 7 6	2005 7 6
7. WILLIAMS, FOSTER & Co.	Tresavean	15		2 18 0	43 10 0	
	Wheal Jewel	60		3 16 0	228 0 0	
—	Fowey Consols	103		5 10 6	569 1 6	
—	....	95		4 18 6	467 17 6	
—	....	77		5 13 0	435 1 0	
—	Hallen Beagle	102		3 13 0	372 6 0	
—	....	57		2 17 6	163 17 6	
—	Great Work	6½	515½	3 1 0	19 16 6	2299 10 0
8. VIGURS and Co.	Tresavean	53		4 12 0	243 16 0	
	Hallen Beagle	100		4 10 6	452 10 0	
—	Poldice	95	248	7 0 6	667 7 6	1363 13 6
			3215			16,673 14 0

SALE OF COPPER ORES AT SWANSEA,

Sampled July 4, and sold at Swansea, July 25.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand	Price
Cobre	76	22⅞	88½	17 10 6	Allihies	40	11⅜	95½	8 12 0
ditto	62	27¼	8	21 15 0	ditto	30	10⅞	96	8 4 0
ditto	42	41⅞	85⅞	33 11 6	Union	107	4⅜	115	2 15 6
ditto	37	21¼	89½	16 18 6	ditto	98	3⅜	120	2 5 0
ditto	95	26⅜	87½	20 16 0	ditto	10	4⅝	114⅜	3 1 0
ditto	60	29⅞	87	23 12 0	Cuba	79	21	88½	16 6 0
ditto	19	36	84½	28 2 0	ditto	78	21	88½	16 6 6
Knockmah.	125	9¼	98½	7 2 0	ditto	26	27½	87½	21 11 0
ditto	96	9½	98½	7 2 0	Valparaiso	90	26	88	20 12 0
ditto	53	8¼	99½	6 3 6	ditto	86	25	88½	19 16 0
ditto	26	8⅞	99½	6 6 0	Tigrony	91	6⅞	104	4 18 0
Chili	95	18⅞	90½	14 7 6	Cronebane	80	7	103½	5 0 0
ditto	24	64	81	49 12 0	Margam	36	5½	108½	3 6 0
ditto	22	64	81½	49 18 6	ditto	27	2	150	0 15 0
ditto	20	64	81½	49 18 6	ditto	16	7⅞	100½	5 10 6
ditto	16	64	81	49 10 6	ditto	16	2⅛	148½	0 18 0
ditto	60	32	86	25 6 0	ditto	15	16⅞	88½	12 11 6
ditto	46	36½	84	28 6 0	ditto	15	36	84	28 1 0
Ballymurta.	80	4⅞	110½	3 0 0	ditto	4	37⅞	83	29 2 0
ditto	55	4⅞	112½	3 2 0	Dolgelly	39	10½	96⅞	7 18 0
ditto	46	4⅞	113⅞	3 3 0	ditto	12	13	93⅞	9 18 6
ditto	45	4⅞	111½	3 1 0	Llywidd	23	8⅞	98½	6 10 0
ditto	37	4⅞	109⅞	3 2 0	ditto	17	5¼	111½	3 12 0
Allihies	90	11½	96½	8 12 0	Hulme Slag	12	5½	1.2½	3 13 0
ditto	70	11⅞	95½	8 12 0	ditto	4	17⅞	89½	13 10 0

TOTAL PRODUCE.

Cobre	391	£8642 13 6	Valparaiso	176	£3556 16 0
Knockmahon	300	2060 3 6	Tigrony Cronebane	171	815 18 0
Chili	283	8265 1 6	Margam	129	967 12 6
Ballymurtagh	263	807 7 0	Dolgelly	51	427 4 0
Allihies	250	1966 0 0	Llywidd	40	210 14 0
Union	215	547 18 6	Hulme Slag	16	97 16 0
Cuba	183	3121 7 0			

Copper ores for sale August the 8th.—Cobre 76, ditto 73, ditto 70, ditto 11, ditto 59.—Chili 76, ditto 73, ditto 32, ditto 13, ditto 11, ditto 10, ditto 60, ditto 19, ditto 10, ditto 6.—Margam 43, ditto 37, ditto 33, ditto 25, ditto 22, ditto 22, ditto 21, ditto 17, ditto 17, ditto 16, ditto 14, ditto 7.—Ballymurtagh 80, ditto 58, ditto 49, ditto 41, ditto 28, ditto 5.—Allihies 105, ditto 80, ditto 47.—Valparaiso 106, ditto 102.—Tigrony 57, ditto 42, ditto 14.—Cronebane 30, ditto 29.—Llandidno 68.—Llandiduo New Mine 53.—Lackamore 53.—Valparaiso 49.—Knockmahon 43.—Simnea Dylluan 30.—Llanberris 2 .—Clogwyncoch 24.—Drws-y coed 17.—Total 2072.

SALE OF COPPER ORES AT TRURO.

Sampled July 11, and Sold at Pearce's Hotel, Truro, July 26.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
		£ s. d.				£ s. d.	
Consols	103	5 8 6	Williams.	Gt. St. Geo.	39	2 15 0	Nevill & Co.
ditto	98	5 18 6	Vivians.	ditto	35	3 13 0	P. Grenfells.
ditto	97	3 16 0	—	Fowey C.	105	5 5 6	Williams.
ditto	95	4 0 6	Nevill & Co.	ditto	101	5 4 0	—
ditto	93	4 19 0	—	ditto	98	5 11 6	—
ditto	91	7 1 6	Mines Royal	ditto	79	3 8 0	Nevill & Co.
ditto	90	7 6 6	Williams.	W. Leisure	73	3 0 0	P. Grenfells.
ditto	89	5 14 6	Mines Royal	ditto	66	2 10 6	—
ditto	86	1 19 6	Freemans.	ditto	49	1 14 0	—
ditto	85	4 5 6	Nevill & Co.	ditto	37	3 6 0	Nevill & Co.
ditto	76	5 9 6	Freemans.	ditto	36	3 2 6	—
ditto	72	6 12 6	Vigurs & Co.	ditto	23	3 10 6	—
ditto	69	6 10 0	Freemans.	Wh. Ellen	72	2 15 6	—
ditto	68	6 18 6	—	ditto	60	3 15 6	Crown Co.
ditto	57	9 0 0	—	ditto	55	4 4 0	Freemans.
ditto	50	5 2 6	—	ditto	52	6 7 6	—
ditto	46	1 5 6	Mines Royal	ditto	42	3 3 6	Crown Co.
ditto	42	5 9 6	Freemans.	Godolphin	110	8 3 6	Mines Royal
Gt. St. Geo.	104	3 1 6	Nevill & Co.	ditto	58	4 14 6	—
ditto	83	0 17 6	Williams	Wh. Prud.	71	3 4 6	Nevill & Co.
ditto	62	3 4 6	Nevill & Co.	ditto	4	3 11 6	Williams.
ditto	59	2 13 0	—	E. Crinnis	56	6 10 0	Crown Co.
ditto	53	5 1 0	—	ditto	44	5 5 6	—
ditto	45	2 13 0	—				

TOTAL PRODUCE.

Consolidated	1405	£7984 11 6	Wheal Ellen	281	£1122 3 0
Gt. St. George	480	1370 12 6	Godolphin	168	1173 6 0
Fowey Consols	383	1894 0 6	Wh. Prudence	111	371 19 6
Wheal Leisure	284	784 12 6	East Crinnis	100	596 2 0

Average standard, 105*l*. 18s.—Average produce, 7½.—Average price, 4*l*. 16s. 0d.—Quantity of ore, 3212.—Quantity of fine copper, 227 tons 16 cwt.—Amount of money, 15,297*l*. 7s. 6d.—Average standard of last sale, 106*l*. 0s.—Produce, 7½.

Copper ore for sale on Thursday next, at Tyack's Hotel, Camborne. Mines and Parcels.—East Wheal Crofty and Longclose, 818; Dolcoath, 320; Fowey Consols, 290; United Hills, 272; East Pool, 226; Stray Park, 205; South Towan and Wheal Lydia, 171; Tincroft, 15 ; South Wheal Basset, 140; Ivey's Ore, 56; Wheal Liverpool, 26; Wheal Elizabeth, 23; South Towan 9.—Total, 2708.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Wheal Treasury and Drewollas, 605; Carn Brea Mines, 601; Wheal Virgin, 501; Fowey Consols, 373; Wheal Fortune, Rospeath, and Wheal Bolton, 314; Wheal Darlington, 294; Tresavean, 280; Wheal Unity Wood, Union, and Consols, 228; Relistian, 167; Levant, 159; Wheal Leeds, 77; Wheal Osborne, 64; Treleigh Consols, 48; Polgine Condurrow Consols, 35; Balleswidden, 1.—Total, 3746.

MIDSUMMER COINAGE, 1838.

SECOND PART.

			Grain	Common	TOTALS.	
	DEVON.					
MORWELLHAM	Crowndale	Devon Smelting Co.		7	17	
..	..	John Paull and Co.	19	71		97
	CORNWALL.					
CALSTOCK	Calstock	Devon Smelting Co.		58		
ST. AUSTELL	Blowing House	L. C. and W. Daubuz				58
TRURO	Calenick	Bolitho	49	417	563	
	.. ..	Michell	14	83		
	Trethellan	Williams, Harvey, & Co.	114	533	647	
	Carvedras	L. C. and W. Daubuz	104	327	451	
	Blowing House	L. C. and W. Daubuz				1641
HELSTON	Huel Vor Adventurers					
HAYLE	Mellanear	Williams, Harvey, & Co.		455	455	
	Huel Vor Adventurers			80	80	
	Trelissick	Grenfell and Co.		266	266	
	Angarrack	Bolitho		253	355	
	. ..	Carne		102		
	Chyandour	Bolitho		15	15	
	Calenick	Bolitho	16		16	
	Treloweth	L. C. and W. Daubuz				
	Trereife	Batten				1187
PENZANCE	Mellanear	Williams, Harvey, & Co.		278	278	
	Huel Vor Adventurers			275	275	
	Trereife	Batten		454	454	
	Treloweth	L. C. and W. Daubuz		484	434	
	Chyandour	Bolitho		284	304	
	.. ..	Cornish		70		
	Trelissick	Grenfell and Co.		94	94	
	Angarrack	Bolitho		178	359	
	.. ..	Carne		181		2198
		Total				5181
		First Coinage				2428
		Quarter's total				7609

PRICES OF SHARES AT LIVERPOOL.

		£ s. d.			£ s. d.
Liverp. & Manch. Railway	100	2[illegible]6 0 0	Leicester & Swanning. do.	50	74 10 0
Ditto Quarters	25	50 0 0	London and Southampton	50	43 0 0
Ditto New Halves	25	70 0 0	New shares	15	33 10 0
Manchest., Bolton, & Bury Railway and Canal	78	72 10 0	Birmingham and Derby	20	....
Manchester & Birmingham	7	7 17 6	Ulster	5	...
Birkenhead and Chester	15	16 17 6	Liverp. & Har. W. Works	200	452 10 0
Chester and Crewe	5	5 2 6	Bootle ditto		320 0 0
Bolton and Leigh ditto	100	64 0 0	Liverpool Coal Gas		345 0 0
Warrington & Newton do.	100	....	Liverpool New Gas & Coke	100	196 0 0
Kenyon and Leigh ditto	100	..	Exchange Buildings	100	163 0 0
Wigan Branch ditto	100	....	Ocean Assurance Company	10	7 2 6
North Union	100	75 10 0	Liverp. Marine Assur. Co.	25	10 2 6
New shares	40	64 10 0	Bank of Liverpool	12½	23 17 6
St. Helens & Runcorn Gap	100	....	Manchester and Liverpool District Bank	15	....
Grand Junction ditto	100	227 0 0	Royal Bank of Liverpool	500	673 0 0
London and Birmingh. do.	90	174 10 0	Commercial Bank of Liver.	10	20 2 6
Quarter shares	5	29 10 0	Union Bank of Liverpool	10	13 12 6
Leeds and Manchester do.	30	47 0 0	Liverpool Banking	10	10 2 6
Hull and Selby	10	....	Albion	25	25 5 0
Midland ditto	30	....	Northern & Central Bank of England	10	2 10 0
North Midland ditto	45	48 10 0	Commercial Bank of Engl.	5	....
South Eastern	7	...	North & South Wales Bank	10	9 15 0
Birming. & Gloucester do.	20	....	Bank of Manchester	10	13 0 0
Great Western Railway	65	82 10 0	Wilts and Dorset Bank	10	....
Eastern Counties	7½	6 2 6	East of England Bank	10	....
Edinburgh and Glasgow	8	3 17 6	Borough Bank	7½	13 15 0
Ditto new	5	6 2 6	South Lancashire Bank	7½	7 0 0
Edinb. Leith, & Newhaven	5	....	Woodside Ferry	25	...
Glasg., Paisley, & Greenock	4	4 0 0	Royal Rock Ferry	20	14 2 6
Ditto, Kilmarnock, & Ayr	5	....	Monk's (Woodside)	13	7 2 6
London and Brighton	11	9 10 0			

CORN EXCHANGE, JULY 27, 1838.

Wheat....p. Qr. 54s to 73s	Malt.....p. Qr. 50s to 60s	Oats......p. Qr. 20s to 30s
Rye..........30s to 36s	Peas.......... 32s to 42s	Bran .... 8s to 9s
Barley ......28s to 36s	Beans .... 32s to 40s	Pollard .... 14s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
68s. 0d.	31s. 5d.	23s. 0d.	34s. 7d.	37s. 0d.	36s. 1d.
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.					
64s. 4d.	31s. 4d.	22s. 9d.	35s. 2d.	37s. 6d.	36s. 4d.
DUTY ON FOREIGN CORN.					
20s. 8d.	15s. 4d.	15s. 9d.	16s. 9d.	14s. 0d.	15s. 6d.

FLOUR, per Sack.

Town made.................. 55s to 6[illegible]s	Essex & Suffolk, on board.... 48s to 53s
Seconds.................... 50s to 55s	Norfolk and Stockton....... 44s to 50s

PRICES OF SEEDS.

Linseed............46s to 56s per Qr.	Coriander Seed . 10s to 12s per Cwt.
Ditto Cake ......11*l* 10s per 1000	Clover Seed . red 50s to 85s do
Rapeseed ....34*l* to 40*l* per Last	Ditto .... white 50s to 63s do.
Ditto Cake ....5*l* 10s per ton	Mustard Seed, 7s to 9s per Bus.
Carraway Seed.. 40s to 44s per Cwt.	Ditto ....brown 8s to 12s do.

SMITHFIELD, FRIDAY, JULY 27.

To sink the offal—per 8lb.

Beef ....3s. 4d. 3s. 10d. 4s. 4d.	Veal 4s. 0d. 0s. 0d. 5s. 2d
Best Down & Polled Mutton ....5s. 0d.	Pork 4s. 4d. 5s. 0d. 5s. 4d

Head of Cattle on Monday—Beasts, 2583; Sheep, 26,210; Calves, 189; Pigs, 394.

Head of Cattle this day—Beasts, 587, Sheep, 10940: Calves, 410; Pigs, 470.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef ...... 3s. 0d. 3s. 4d. 3s. 9d.	Veal..........3s. 4d. 4s. 4d. 5s. 0d
Mutton ... 3s. 6d. 4s. 0d. 4s. 4d.	Pork..........3s. 4d. 4s. 4d. 5s. 4d

ROMFORD.

Oxen .... 3s. 2d. 4s. 2d.	Lambs 5s. 0d. 6s. 2d
Cows and Heifer.... 0s. 0d. 0s. 0d.	Calves 4s. 0d. 4s. 6d
Sheep.............. 3s. 8d 4s. 4d.	Pigs 3s. 8d. 4s. 6d

FROM THE LONDON GAZETTE,

Tuesday, July 24.

INSOLVENT.

July 24.—George Steers, Newland, Buckinghamshire, carpenter.

BANKRUPTCY SUPERSEDED.

James Chapman, Egham-hill, Surrey, butcher.

BANKRUPTS.

R. Ball, Olveston, Gloucestershire, shopkeeper. [Horton, Furnival's Inn.

W. Howard, Leeds, cloth merchant. [Robinson and Parlow, Essex-street, Strand.

J. Sutcliffe, Bowling, Yorkshire, stuff merchant. [Battye & Co., Chancery-lane.

D. Davis, Merthyr Tydvil, linendraper. [Hornby & Towgood, St. Swithin's-lane.

H. I. Lewis, Salford, tallow chandler. [Adlington and Co., Bedford row.

B. Roberts, jun., Stanningley, joiner. [Strangways and Walker, Barnard's Inn.

CERTIFICATE to be granted, unless cause be shown to the contrary, on or before Aug. 14.

H. Barker, Lower-street, Islington, butcher.

Friday, July 27.

BANKRUPTCIES SUPERSEDED.

Edward Scutten, Fox and Knot-yard, Snow-hill, dealer and chapman.

Peter Lowe, Upton, Cheshire, merchant.

Jeremiah Chittenden, jun., Three Tuns-court, Southwark, hop-factor.

BANKRUPTS.

G. Hanson, Fleet-street, cutler. [Holme, Loftus, and Young, New Inn.

W. G. Jones, Greville-street, Brook-street, Holborn. [Davies, Palsgrave-place, Temple.

H. P. Hammond, Bishopsgate-street, ropemaker. [Lang, Fenchurch-street.

J. Almond, Hetton-le-hole, Durham, grocer. [Meggison, Pringle, and Manistry King's-road, Bedford-row. [sion House,

W. Gunnell, Cirencester, Gloucestershire, currier. [Heath, Charlotte-row, Man-

J. Steadman, Preston, hatter. [Chester, Staple Inn.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Aug. 17.

H. Ashcroft, Liverpool, victualler—N. Hadley, Herne Bay, builders—W. W. Wilmot and D. S. Wilmot, Bristol, glass-cutters—J. Carter, Newark-upon-Trent, Nottinghamshire, hosier—J. Philpott, Rochester, ironmonger—W. Whitebread, High-street, Wapping, cheesemonger—E. Justins, sen., and E. Justins, jun., Mark-lane, printers—G. Topham, Richmond, coal-merchant.

COAL MARKET, LONDON.

MONDAY.

Price of coals per ton at the close of the market:—Adairs 17 6, Holywell Main 21, Ord's Redheugh 16, Pontop Windsor 18 9, Picton 16 6, Russell's High Main 16 9, Smith's Primrose 17, West Hartley 22 3, Wylam 19 6, Wall's End Clarke and Co. 16 3, Dunn 21, Heaton 20 9, Killingworth 19 6, Newmarch 18 6, Belmont 22 3, Braddyll's Hetton 22 9, Haswell 22 3, Hetton 22 9, Lambton 22 6, Russell's Hetton 22 6, Stewart's 22 9, Hartlepool 22 9, Butterknowle 16 3, Adelaide 21, Barrett 21, Clarence Tees 19 6, Flintoff Tees 20, Seymour Tees 20, South Durham 20 6, Tees 21 6, Victoria Tees 20 3, West Tees 18, Brampton Moor 16, Hartley 20 6 Marston Main 17, Devonshire 19.—Ships arrived 122.

WEDNESDAY.

Adair's 17 6, Burdon 18 9, Hebburn Main 19 9, Heworth Hartley 19, Holywell Main 21, Ord's Redheugh 16s 6, West Hartley 22 6. Wall's end:—Brown's (unscreened) 16 6, Hotspur 19 6, Killingworth 19 6, Belmont 22 3, Braddyll's Hetton 22 6, Haswell 22 3, Hetton 22 9, Lambton 22 9, Lyon's 21 6, Russell's Hetton 22 6, Stewart's 22 9, Hartlepool 22 9, Butterknowle 16 3, Adelaide 21, Barrett 21, Brown's Deanery 19, Cowarden 19, Gordon 20 6, Seymour Tees 20, South Durham 20 6, Tees 21 6, Victoria Tees 20 3, West Tees 18, Gosforth Lower Main 15, Netherton Main 17 9, Stavely Main 19.—Ships arrived 20.

FRIDAY.

Adairs 17 6, Burdon 18 9, Chester 17 9, Dean's Primrose 17 6, Heworth Hartley 19, Russell's High Main 16 9, South Tanfield 16, South Hartley 18 6, Tanfield Butes 19 6, Tanfield Moor 22, West Hartley 22 6, W. E. Brown's unscreened 16 6, Heaton 21, Hilda 20, Killingworth 19 9, Newmarch 19, Northumberland 19 3, Riddell's 20 6, Belmont 22, Braddyll's Hetton 22 6, Hetton 22 9, Lambton 22 6, Russell's Hetton 22 3, Stewart's 22 9, Hartlepool 22 9, South Durham 20 9, Tees 21 9, West Hetton 21, Blyth 15 3, Graigola 25, Howard's Netherton Main 18, Llangennech Coal 27, Manston Main 16.—Ships arrived 14.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday
Bank Stock, 8 per Cent.	207 6¼	208½ 8	2 6¾ 7	206½ 7	207	207 6
3 per Cent. Red. Anns.	94⅝ ⅞	94⅞ ½	94¾ ¼	94⅛ ⅜	94⅝ ⅞	94¼ ⅞
3 per Cent. Consols	94½ ¼	94⅛ ½	94½ 4	94½ 3⅞	93⅞ 4½	94¾ 4
3½ per Cent. Anns. 1818.	....	102⅛	102½	102¼	....	....
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	102¾ ½	102⅞ ½	102½ ⅛	102⅛ 2	102⅛ 2	102 1⅞
New 3½ per Cent. Anns.	101⅞ ⅜	101⅞ ⅜	101⅞ ⅝	101⅛ ¾	101⅞ ½	101¼ ½
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	15⅛	15⅛	15⅛	15⅛	15⅛	15⅛
Anns. for 30 Years 1859.	15¼	....	....	15¼	15¼	15¼
Ditto 1860.	....	15	....	15½	....	....
India Stock, 10½ per Cent.	265½	....	265½	265½ 5	265½	265½ 4½
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent.	92½	....	....	....	93½	....
Ditto New Ann. 3 per Cent.	....	....	....	....	....	91⅞
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 4 per Cent.	80 82 p	80 81 p	81 79 p	80 76 p	76 74 p	75 72 p
Exchequer Bills, 2d. £1000.	81 83	79 81	79 78	78 80	76 73	75 72
Ditto £500.	81 83	80 79	81	80 76	76 73	75 72
Ditto Small.	81 83	80 79	....	80 76	76 74	75 72
Ditto Com.	....	15s	....	....	19s	....
3 p. Cent. Cons. for Op. Aug 28	94¼	94¼	94½ ⅛	94⅛ 4	94½ 3⅞	93⅞ 4
India Stock for Op. Aug 28	....	....	....	....	....	....
Bank Stock for Ac. Aug 28	206½	208½ 8	207½	207½ 7	206¾	....

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	107½	....	107¾ ¼	....	....	....
Belgian, 5 per Cent.	....	....	102¾	102¾	102¾ ¼	....
Brazilian	80½	....	80¼	80¾	81 80⅝	80¾ ¼
Ditto, 1829	....	....	79	....	....	....
Buenos Ayres, 6 per Cent.	....	17 18	....	....	....	....
Cuba, 6 per Cent.	81	....	....	....	....	....
Chilian, 6 per Cent.	....	....	26½	....	....	....
Colombian, 6 per Cent.	....	....	....	....	....	....
Ditto, 1824, ditto	....	27	27½ ½	27⅛	27¼	27
Danish, 3 per Cent.	75½ 5	75½	75⅛	75⅛ 5	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	....	....	24⅛ ¾	....	24¾	....
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	102½	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	....	....
Portuguese, 5 per Cent.	....	....	70½	....	....	....
Ditto, New 5 per Cent.	....	....	36	35¾ ¼	35½ ¾	35 4¾
Ditto, 3 per Cent.	24½	23¾	24⅛	23¾ ¼	23½	23
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	113½	....	....	113	113½	....
Spanish, 5 per Cent. Consols	22½	22½ ¼	22⅛ ¼	22⅛ 1¾	21⅜	21⅝
Ditto, passive	....	....	4¾	....	5	....
Ditto, deferred	8¾ 9	....	8⅞	8⅝	8⅞	8½
Dutch, 2½ per Cent.	54⅞ 5	55⅛ 5	55⅛	54⅞ ¾	55⅛	54⅞ 5
Ditto, 5 per Cent.	102¾ ⅝	102⅝	102½ ¾	102½ ½	102¾ ⅝	102⅛ ½
Ditto, New, 1837	100½	100½ ⅜	....	100⅝	100½	100⅛ 100

FRENCH FUNDS.

	PARIS. July 21.	July 23	July 24	July 25	July 0	LONDON. July 21	July 27.
5 per Cent. Ann.	111f.40c.	111f.25c.	111f.25c.	111f.30c.	....	112f.	111f.75c.
ex. on Lond. 1 mth.	25f.42½c.	25f.42½c.	25f.42½c.	25f.42½c.	....	25f. 50c.	25f. 50c.
Ditto 3 mths.	25f. 30c.	25f. 30c.	25f. 30c.	25f. 30c.	....	....	....
4½ per Cent. Ann.	106f.50c.	....	....	....	....	....	....
Exchange							
4 per Cent. Ann.	102f.70c.	103f.50c.	103f.50c.	103f.50c.	....	....	....
Exchange							
3 per cent.	80f. 90c	80f. 95c.	80f. 90c.	80f. 90c.	....	....	....
Exchange							
Bank Shares	2530f.	2625f.	2620f.	2600f.	....	....	....

IRISH FUNDS,

July 26, 1838.

Bank Stock		200	Royal Canal Stock				33½
Government Debentures	3½ per ct.	93¾	Patriotic Insurance	10	0	0	5¾
Ditto Stock	3½ per ct.	100¾	Provin. Bank of Ireland	25	0	0	
Ditto New	3½ per ct.	101⅝	Hibernian Bank	25	0	0	24
Ditto ditto, reduced	4 per ct.	101	Grand Canal Stock				30
Consols	3 per ct.	94	Mining Co. of Ireland	7	0	0	9
City Debentures	4 per ct.	64½	City of Dublin Steam Co.	100	0	0	113
Exchequer Bills	2½d per diem	23	Kingstown Railway	60	0	0	

AMERICAN FUNDS.

Redeemable.	London	America.	Redeemable.	London	America
New York 5 1850	93	103 5	Louisiana 5 1844, 7, 50, 2.	97½	
5 1846, 7			Mississipi .. 6 1861, 6, 71	95	
.. 1860			INCORPORATED BANKS.		
Pennsylva. 1839, 40, 41..			Per Cent.		
.. 1846			United States .... 8 1836..	24 25	121
.. 1853, 4	92½		Louisiana State.. 10 1870..		
.. 1856	95½		Bank of Louisiana 8 1870..		
.. 1858	95¼		N. Orleans, Canal & B. Co.		90 95
.. 1860, 62			City Bank		
.. 1865			New York Life and Trust 5		
Maryland 6 1870			Tenessee Planters 9		97 100
Ohio 6 1850		110½	Mississippi.. 10		98 100
			Exchange at New York ..		107¾ 8

COURSE OF EXCHANGE.

FRIDAY, July 27, 1838.

	Prices printed	Prices negotiated on 'Change.			Prices Printed.	Prices negotiated on 'Change.	
Amsterdam	12 6½	12 5¼	12 5¾	Seville	36	—	—
Ditto at Sight	12 5½	12 3¾	12 4	Gibraltar p. h. d.	48	—	—
Rotterdam	12 7	12 5¼	12 6	Leghorn	32	31⅛	—
Antwerp	12 5¼	12 4½	12 4½	Genoa	26 0	25 87½	25 90
Hamburgh Mcs. B.	13 13½	13 12½	13 12½	Milan	31	—	—
Altona	13 13⅛	— —	— —	Venice,.. p. 6 A. L.	46	—	—
Paris, 3 days' sight	25 65	25 50	25 55	Naples	39	39½	—
Ditto	25 90	25 77½	25 82½	Palermo	117 oz	117⅛	—
Marseilles	26 0	25 85	25 90	Lisbon	53½	53¾	54
Frankfort on Main	154	153½	—	Oporto	53	53⅛	—
Petersburg p. ruble	10	—	—	Rio Janeiro	28	—	—
Berlin .. cur. doll.	7 3	—	—	Bahia	27	—	—
Vienna eff .... do.	10 15	10 13	10 14	Buenos Ayres	—	—	—
Trieste ditto	10 16	10 14	10 15	Dublin	1½	—	—
Madrid	36¾	37½	37¼	Cork	1¼	—	—
Cadiz	37	37½	37¼	Madras	—	—	—
Bilboa	36	—	—	Calcutta	—	—	—
Barcelona	36	—	—	New York & Philad	—	—	—

PRICES OF METALS.

	£	s.	d.
Copper, Brit.—Cake ... ton	88	0	0
Tile ... do.	86	0	0
Sheets ... lb.	0	0	11
Bottoms .. do.	0	1	0
Foreign—S. Am. (dy. 37s. cwt.) bd... ton			
n, Brit.—Blocks ... cwt	4	6	0
Bars ... do.	4	8	0
ates, common to best, per box. I.C. 1 13 0 to	1	14	0
I.X. 1 19 0 ..	2	0	0
I.X.X 2 5 0 ..	4	6	0
Wasters of the above Mks. 3s. less, all others 6s. less. (Others in proportion.)			
Foreign—duty 50s. per cwt. Banca, bd.. cwt.	3	16	0
Straits, bd.. cwt.	3	14	0
Bars,.. bd. cwt.	3	16	0
Lead, Brit.—Pig ... ton	19	10	0
Sheet ... ton	20	10	0
Shot ... ton	23	0	0
Red ... ton	22	10	0
White (dry).. ton	28	0	0
Do. (gd. in oil) ton	30	0	0
Litharge .... ton	22	10	0
Foreign—Span. (dy. 40s. per ton).. bd..... ton	18	10	0

	£	s.	d
Iron, Brit.—Pig, No. I ..... ton	5	10	0
Bar ton 9 10 0 to	0	0	0
Do. Carg. in Wales	8	15	0
Bolts ... ton	10	0	0
Nail Rods ... ton	10	10	0
Hoops ... ton	11	5	0
Sheets, single ton	12	5	0
(Others in proportion.)			
Foreign—Duty 30s. per ton. Swedes, cn. bd. ton	12	10	0
for Steel, (var. mks.) ton 16 0 0 to	25	0	0
Russian com... ton	13	0	0
P.S.I.... ton	14	0	0
C.C.N.D. ton	19	10	0
Steel, Brit.—Blistered, (various qualit.) ton 25 0 0 to	45	0	0
Shear do. do. 45 0 0 ..	84	0	0
Cast do. do. 45 0 0 ..	84	0	0
Foreign—Duty 20 per cent. Swedes in kgs bd ton	17	0	0
Do. Faggots bd. ton	18	0	0
Milan...... bd. ton			
Spelter, For.—Cakes (dy. 2l. p. ton,) .. bd. .... ton	17	0	0
English Sheets.	24	0	0
Quicksilver—(dy. 1d. per lb.) bd....... lb.	0	3	6

GOLD AND SILVER.

Foreign Gold in Bars (standard) per oz.	£3	17	9
Foreign Gold in Coin, Spanish Doubloons	0	0	0
Silver in Bars (standard)	0	4	11¾
.. .. .. 20 Franc pieces	0	0	0
New Dollars	0	4	9¾

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from July 28 to August 3.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	5 58	6 30	7 4	7 46	8 50	10 13	11 36
Afternoon	6 14	6 47	7 23	8 15	9 21	10 56	- -

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
1,800	Arigna Iron & Coal Co.	50	33	12	11½	11½
4,000	Bissoe Bridge	5	4	1½	1	1
8,000	Blaenavon	50	40	35	35	35
5,000	Boringdon Park	20	2½	¾	¾	¾
8,000	British Tin	2½	2	¾	¾	¾
20,000	British Iron	50	50	10	9½	9½
100	Copper Bottom	..	41	56	55	55
2,000	Cornubian Lead Co.	..	3½	3½	3	3½
6,000	Cornwall Great United	12	9	3	2½	2½
10,000	Durham County Coal Co.	50	28	..	..	—
4,000	East Cornwall Silver	5	2¾	½	½	½
2,000	East Cornwall Tin, &c.	6	6	5	5	5
5,000	East Wheal Brothers	20		..	..	—
2,560	East Wheal Strawberry	10	6½	3¾	3½	3½
200	East Wheal Kitty	..	5½	6	5¾	5¾
1,500	East Mulberry Hills	..	2	3¾	3½	3½
4,000	English	25	12½	7	7	7
10,000	Hibernian	50	10½	1	1	1
6,000	Hayle Consols	5	4	¾	½	½
1,000	Holmbush	100	..	15	14½	14½
12,000	Kellewerris	5	2½	¾	¾	¾
5,000	Dartmoor Consols	5	4½	3	3	3
20,000	Mining Co. of Ireland	25	7	8	8	8
4,000	New South Hooe	5	1½	¼	¼	¼
1,000	North Consolidated	16	16	¾	¾	¾
8,000	North Cornwall	5	2	¼	¼	¼
6,000	Perran Consols	5	3½	3½	3¼	3¼
3,000	Polberou Consols	10	10	5	5	5
6,000	Polbreen	5	3	3	2¾	3
2,000	Relistian	..	..	..	..	—
5,000	Redmoor Consolidated	5	3¾	6½	6¼	6¼
10,000	Rhymney Iron	50	35	29	29	29
5,000	South Wheal Leisure	5	2	1	¾	¾
8,000	St. Hilary	2½	1¼	¾	½	½
800	South Towan	10	10	9½	9½	9½
4,000	Tregollan	5	2½	2½	2¼	2¼
6,000	Trevorgus	5	5	2¾	2⅛	2⅛
4,505	Treleigh Consols	5	3½	2	2	2
4,505	Tamar Consols	5	3	5½	5¼	5¼
6,000	Tin Croft	10	6½	6½	6	6
4,000	United Hills	5	5	12½	12½	12½
2,000	Wendron	8	8	5	5	5
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	¾	½	¾
3,000	Wheal Osborne	..	..	3	2½	2¾
5,000	Wh. Harm. & Montague	10	10	7½	7	7
12,000	West Tresavean	5	2	¾	½	¾
6,000	Wicklow Copper	5	5	6	6	6
4,520	West Wheal Jewel	5	5	2½	2½	2½
6,000	Wheal Gilbert	3	3	1	1	1
800	Wherry Mine	9	8	8	8	8
400	Wheal Morgan	20	20	25½	25	25½
400	Wheal Osborne	..	2¾	3	3	3

FOREIGN MINES.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
4,000	Alten Mining Company	15	12½	12	12	12
10,000	Anglo Mexican Co.	100	100	3½	3½	3½
3,374	Do. Subscription	25	25	4	4	4
	Do. Mint	..	.	12	12	12
2,000	Bolanos	150	150	70	70	70
10,000	Brazilian Imperial	35	20	22	22	22
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian Co.	10	6½	6	6	6
10,000	Conceiçao }	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	6½	6½	6½
12,000	Cobre Copper Company	40	40	35	35	35
8,500	Colombian Co. regis.	55	55	3	2½	3
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	11½	10½	10½
20,000	General Mining Association	20	16	9	8	9
5,351	Mexican Company	60	55½	5	5	5
6,000	Mocaubas and Cocaes	25	25	10	10	10
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	4	..	..	—
1,020	Penoles	12	12	..	..	—
3,060	Ditto Subscription	5	1½	..	..	—
14,582	{ Real del Monte, regis.	54½	63½	12	11½	12
	{ Do. unregistered	54½	..	11½	11½	11½
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	0¾	..	..	—
11,000	St. John d'el Rey	20	14	6½	6½	6½
30,000	United Mexican	40	40	2¾	2½	2¾
	Red New Scrip	..	5	2¾	2¾	2¾
	Black Scrip	..	5	4	4	4
5,000	Union Gold	..	9¾	..	..	—
14,000	Zacatecas Mining Co.	½	½	..	..	—

RAILWAYS.

No. of Shares.	Name of Company.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
2,500	Aylesbury	20	6	..	..	—
6,000	Birmingham and Derby	100	40	33½	33½	33½
9,500	Birming. & Gloucester	..	20	8¾	8¾	8¾
7,500	Birm. Brist. & Th. Junc.	20	3	..	..	—
660	Bolton and Leigh	100	100	..	..	—
	Ditto ½ Shares	25	25	..	..	—
660	Bristol and Exeter	100	15	5½	5½	5½
600	Calcutta and Saugur	50	2	½	½	½
500	Cant. & Whitstbl.	50	50	..	..	—
350	Cheltenham	100	100	1½	1½	1½
7,500	Chelten. & Gt. Western	100	12½	6½	6½	6½
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
3,000	Clarence	100	100	38	38	38
	Com. Blackwall, Scrip	50	4	5⅝	4¾	4¾ 5⅝
6,000	Dublin and Drogheda	100	10	6	6	6
	Dublin and Kingston	..	60	..	..	—
8,000	Dublin and Kilkenny	100	2½	¾	½	¾
800	Durham Junction	100	10	..	..	—
7,500	Durham S. W. Junction	20	3	..	..	—
3,000	Deptford Junction	20	1	1⅞	1⅞	1⅞ ⅞
60,000	Eastern Counties	25	7½	6	5⅞	6
5,000	Edinb. Leith & Newha.	20	5	3½	3½	3½
13,000	Edinburgh & Glasgow	50	3	4½	4½	4½
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	10	3½	3½	3½
10,400	Grand Junction	100	100	218	218	218
	Great North of England	100	13	13½	12½	13½
	Great Northern	100	..	43½	40½	40½ 43½
25,000	Great Western	100	65	84	77½	79½
2,000	Hartlepool	100	100	..	..	—
8,000	Hull and Selby	50	15	9	9	9
250	Ken. & Leigh Junction	100	100	1	1	1
40,000	Kent Railway	50	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	65
1,500	Leicester and Swaning.	50	50	75½	75½	75½
5,100	Liverpool & Manchester	100	100	206	204	206
5,100	Do. ½ Shares	25	25	50½	50	50½
6,375	New Do.	25	25	50½	50½	50½
12,000	Lond. & Blackwall, reg.	50	5	6⅞	6½	6½
	Ditto, Scrip	..	3	6¾	5¾	6¾
20,000	London and Greenwich	20	20	17	15½	15¾
	Ditto Bonds	..	..	98	98	98
25,000	London and Birmingh.	100	90	173	172	172
	Do. ½ Shares	..	5	30	29	29½
	Do. Bonds	..	..	101	101	101
	London & Croydon Tr.	20	20	16½	15½	16½
	Do. Scrip	14	2½	7	6½	7
20,000	London & Southampton	50	50	43¾	43½	43¾
	London & South., New	..	10	29½	28	29½
30,000	Lond. & Brighton	50	11	10	9½	9½
	Ditto, New	..	.	8	3½	8
12,000	London Grand Junction	50	5	¾	½	¾
2,000	Llanelly	100	35	..	..	—
14,000	Manchester and Chester	..	2½	..	..	—
10,000	Manchester and Leeds	100	33	47	47	47
10,000	Manchest. South Union	100	5	35	35	35
1,000	Manchester & Oldham	100	3	..	..	—
10,000	Manchester & Birming.	50	7	8	7⅝	7⅝
10,000	Midland Counties	100	40	23½	23½	23½
3,000	Newcastle and Carlisle	100	100	..	..	—
12,000	North Midland	..	45	48½	48½	48½
12,000	Northern and Eastern	100	10	1½	1½	1½
2,600	Preston and Wyre	50	38	36	36	36
2,500	Preston and Wigan	..	20	35	35	36
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
3,000	South Durham	50	2½	½	½	½
4,000	Sheffield & Rotherham	25	22½	..	..	—
28,000	South Eastern & Dover	50	7	4	4	4
	South Midland	50	1	¼	¼	¼
40,000	South Western (Steph.)	50	1	¼	¼	¼
24,000	S. Brig. Lewis & Newh.	50	2	..	..	—
9,000	Thames Haven	50	5	¾	½	¾
6,600	Victoria	25	1	..	..	—
5,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	50	2	½	½	½
5,000	West Durham	20	3	2½	2½	2½
6,000	York & North Midland	50	12	10	10	10

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mint	10	10	10½	10½	10½
10,000	Anti Dry Rot	17½	17½	14	12½	14
10,000	Asphalte (Claridge)	20	2	6½	5½	6½
10,000	Australian Agricultur.	100	27½	45	45	45
1,080	Auction Mart	50	50	.	..	—
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
	British Annuity	50	50	..	..	—
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	28	11½	10	11½
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	28	31	31	31
200,000	Canada (Upper) Bonds	.	..	99	99	99
5,000	Eastern Coast of Central America [Deb.	20	14	8	8	8
75	Covent Garden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	.	—
5,000	Droitwich Patent Salt	25	..	..	..	—
2,122	Do. Proprietors	100	..	.	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	6	..	..	—
1,000	Equitable Discount So.	100	25	..	.	—
15,000	General Steam Navig.	15	13	21⅝	21⅝	21⅝
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	.	.	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	9	8½	9
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
10,000	Mexican South Amer.	10	5	6½	6½	6½
	New Corn Ex.	..	37½	21½	21½	21½
	New Brunswick (Land)	..	50	10	10	10
10,000	Mexican, New	10	3	..	..	—
10,000	Rio Doce	25	4	2¾	2¾	2¾
2,754	Rever. Interest Society	100	100	131½	131	131½
2,633	Ditto New	100	70	96	96	96
220	S. Devon Shipping Co.	50	50	..	.	—
2,000	Shotts Iron Foundry	..	38	..	..	—
12,000	South Australian	25	7½	8¾	6¾	8¾
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	30	6	6	6
10,000	Van Dieman's Land	100	17	11½	11½	11½

CANALS.

No. of Shares.	Name of Company.	Amount of Share	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	135	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	65	4	Oct.
720	Barnsley	160	160	260	13	Jan.
1,260	Basingstoke	100	100	..	..	—
1,005	Brecknock & Abergav.	150	150	5	5	Jan.
8,000	Birming. 1-16th Share	79¾	79¾	220	9½	June
4,000	Do. & Liverpool Junct.	125	100	24½	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	102	4	Jan.
16,000	Carlisle	..	21½	..	..	
500	Coventry	100	100	745	48	Nov.
1,500	Chesterfield	..	..	..	..	
460	Cromford	100	100	340	17	Jan.
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41⅝	41⅝	33	4	—
2,060⅔	Dudley	100	100	83	4	Sept.
600	Derby	100	100	123	11	Jan.
3,575⅓	Ellesmere & Chester	133	133	77	3	Sept.
231	Erewash	100	100	700	46	Oct.
1,297	Forth and Clyde	400	400	570	28	Jan.
11,600	Grand Junction	100	100	202	10	June
2,849½	Grand Union	100	100	25	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	70	4	Dec.
3,096	Grand Western	100	100	..	..	—
600	Glamorganshire	172½	172½	..	13⅝	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	202	10	May
6,238	Huddersfield	57½	57½	37	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	25¾	1½	Sept.
11,699½	Lancaster	47½	47½	24½	1½	Mar.
2,897⅓	Leeds and Liverpool	100	100	670	24	Nov.
18⅔	Leeds & Liverpl. New	80	..	..	16	May
545	Leicester	140	140	220	13	Jan.
1,897	Leicester & Northam.	83½	83½	85	6	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142⅝	142⅝	2100	162	Jan.
	Manches., Bol. & Bury	..	48	..	..	—
2,409	Monmouthshire	100	100	200	10	Dec.
700	Montgomeryshire	100	100	100	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	565	25	Oct.
3,000	Macclesfield	100	100	52	1½	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	.	..	—
1,786	Oxford	100	100	630	30	Sept.
521	Oakham	130	130	38	2	Dec.
2,400	Peak Forest	78	78	104	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33¾	33¾	16	12s	July
5,669	Rochdale	85	85	111	6	May
500	Shropshire	125	125	138	8	Dec.
800	Somerset Coal	150	150	151½	9½	Dec.
45,000	Do. Lock Fund Stock	12½	12½	11¼	4½	Dec.
700	Stafford. & Worcester	140	140	..	40	Jan.
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	330	9	Jan.
3,647	Stratford-on-Avon	79½	79½	40	2	Aug.
200	Stroudwater	150	150	..	24	Nov.
533	Swansea	100	100	250	18	Nov.
3,762	Severn & Wye & Railw.	35	35	35	2	Sept.
1,300	Thames & Severn blk.	100	100	27	1¾	June
1,150	Do. Do. red.	100	100	—	1½	June
2,600½	Trent & Mersey ¼ Sh.	50	50	580	32½	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19¼	19¼	2	..	
3,344	Do. New	.	.	..	.	
1,000	1,000¼ Warwick & Bir.	100	100	281	16	May
980	Warwick and Napton	100	100	200	15	Nov.
6,000	Worcester & Birming.	78	78	79½	4	Feb.
5,000	Wilts and Berks	67½	67½	23	1½	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

2,000	Albion	500	50	80	3½	Dec
50,000	Alliance Brit. & Forei.	100	10½	14	5	Oct.
50,000	Do. Marine	100	5	6⅝	6	Jan.
24,000	Atlas	50	5	14½	⅜	July
12,000½	Birminghm Fire	250	55	107½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	40½	2½	Dec.
40,000	Eagle	50	5	5¾	½	Oct.
200	Economic Life	1000	250	375	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	22	1½	Jan.
50,000	Ditto New	20	2	1¾	2s	Jan.
1,000,000	Globe Stock	100	100	143½	7	Dec.
20,000	Guardian	100	27½	35	5	July
7,500	Hercules	..	10	5⅞	..	—
40,000	Hope	50	5	6	6s6	Sep.
2,400	Imperial Fire	500	50	127	5¾	Dec.
7,500	Imperial Life	100	10	9¾	9s	July
13,458	Indemnity Marine	100	5¾	25½	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,020	Kent Fire	50	50	..	3½	Feb.
	Do. Life	..	..	79	3	—
10,000	Law Life	100	10	28	16s	April
	Liverp. Marine Assur.	..	25	..	..	—
5,000	London, Fire	25	12½	16	½	Sep.
31,000	London, Ship	25	12½	16	½	Sep.
50,000	North British	..	10	..	..	—
31,000	National Life	100	5	10	8	July
30,000	Palladium Life	50	2	2½	5	Jan.
50,000	Protector Life	..	1	⅞	4	—
2,600	Provident Life	100	10	20	1	June
100,000	Rock Life	20	1	6¾	5s	Oct.
689,220	Royal Exchan. Stock	.	.	225½	5	Dec.
250,000	Scottish Union	..	1	..	..	—
20,000	Standard of England	50	4	..	5	May
	Sun	..	..	..	..	Dec.
5,000	Universal Life	100	5	7½	5	July
1,500	Union	..	20	103	..	—
6,000	University Life	100	5	.	5	July
50,000	United Kingdom Life	20	2	..	4	—
50	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	.	—

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	Name of Company.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	64½	8	Jan.
1,500,000	Bank of Scotland	..	83½	204	..	—
10,000	Bank of Birminghm.	50	10	..	10	Mar.
20,000	Birmingham Bank	50	10	19	10	Mar.
500,000	British Linen Co.	100	100	..	..	—
20,000	British North Amer.	50	20	21	19	—
1,000,000	Commercial	100	100	188	..	—
20,000	Colonial	100	25	27½	..	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co	.	3	9	..	—
2,000,000	Glasgow Union	50	50	65	.	—
10,000	Gloucestershire	50	10	.	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	.	4	—
3,000	Devon & Cor. Bg. Co.	..	20	36	..	—
30,000	London & Westmins.	100	20	23	5	Mar.
3,000	Lancaster	100	20	..	4	Aug.
25,000	Liverpool	100	10	28¾	6	July
60,000	Lond. Joint Stock Co.	50	10	12	5	June
100,000	Manch. & Liver. Dis.	100	15	20	7½	Mar.
20,000	Manchester	100	25	27	7	Oct.
25,000	Monm. & Glamorg.	20	10	15	12	Aug.
60,000	North & South Wales	10	10	9½	6	—
5,000,000	National Scotland	..	10	13	..	—
20,000	Natl. Bank of Ireland	50	17½	16	5	—
10,000	Nat. Provincl. Engl.	100	35	35½	5	Jan.
80,0000	Nor. & Cnt. B. of Eng.	10	10	..	5	Dec.
10,000	North Wilts	25	5	8	7	—
20,000	Prov. Bk. of Ireland	100	25	42¾	8	July
4,000	Ditto New	10	10	17	8	—
2,000,000	Royal of Scotland	.	109	..	..	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	.	—
4,000,000	Western of Scotland	..	30	..	..	—
50,000	W. of Eng. & S. W. Dis	20	12½	12½	..	—
20,008	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANI

10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	..	1½	Sep
600	Bradford	25	25	.	10	—
5,000	British	40	16	21½	1½	Nov.
5,000	Do. Provincial	20	19	22½	..	—
928	Birmingham	50	50	98	5½	Sep
2,400	Birm. & Staffordshire	50	50	76	4	—
600	Brentford	50	..	30	4	Apr
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	10⅜	3½	—
750	Do. New	20	18	9	3½	—
2,471	Brighton, General	20	20	17	4½	Nov
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	90	4	Nov
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	196	10	Sep
1,000	Do. New	100	60	114	6	Dec.
800	Coventry	25	25	25	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18½	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	30½	4½	Apr
10,000	European	20	7	..	..	Aug
4,450	Glasgow	25	..	.	..	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	50	2½	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	20	5	Aug
2,350	Independent	30	30	49	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242½	242½	310	22	—
	Do. N. Gas and Coke	100	100	..	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	9	Feb.
9,000	Phœnix	50	39	23	3	Ju
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	58	4	Sep
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	..	2½	Au
1,800	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	29½	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1½	Jan.
750	Warrington	20	20	22½	1	Oct.
12,000	Westminster Chartered	50	50	50	3	Dec.
6,000	Ditto New	50	10	9¾	12s	Dec.
200	Worthing	50	50	..	5	Au
800	Yarmouth					

DOCKS.

313,400	Commercial	100	100	56	3	Jul
498,667	East India .... Stock	100	100	106½	6	Sep
124,666	Ditto Additional	..	..	..	6	—
1,038	East Country	100	100	7½	..	—
3,238,310	London .... Stock	..	..	62	2¾	Dec.
	Ditto Bonds	.	..	101	..	—
1,380,000	West India .... Stock	..	..	106¾	4	Dec.
2,209	Bristol	147½	147½	80	2/19	Dec.
68,324	Ditto Notes	..	..	113	5	Nov
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1½	..	—
1,352,752	St. Katharine.. Stock	100	100	103	5	Jan.
500,000	Ditto Bonds	..	..	102½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	100½	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
1,000	Herne Bay Pier	..	..	..	..	—

BRIDGES.

1,600	Hammersmith	50	50	22½	10s	Jan
7,231	Southwark w. new sub.	63½	63½	2		Dec.
1,700	Do. New of 7½ per cent.	50	50	14	1¾	Dec.
6,000	Vauxhall	70½	70½	23	17s	Dec.
5,848	Waterloo	100	100	3	..	—
5,000	Do. old Annuities of 8l.	60	60	19	18s 8	Feb.
5,000	Do. new do. of 7l.	40	40	17½	16s 4	Feb.
60,000	Ditto Bonds	..	.	118	5	Feb.

WATER WORKS.

4,800	Birmingham	25	25	21½	9s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	160	6	Jan.
4,000	Glasgow	50	50	.	.	—
5,500	Grand Junction	41⅜	41⅜	54	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	43	2	Jan.
372	Liverpool Bootle	220	220	326	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	59½	2½	Oct.
6,486	Manchester & Salford	100	30	54	1¾	Ma
800	Portsea Island	50	50	..	..	—
1,500	Portsmouth & Farlington	50	50	⅞	.	—
444	Do. New	50	50	21	1	Ma
8,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	87	4½	Oct.
8 300	West Middlesex	63½	63½	95	4	Dec.
1,360	York Building Co. L. P.	100	100	35	1/14	Oct.

ROADS.

533	Archw. and Kent Tn.	30	30	..	18s	
300	Barking	100	100	22½	1½	1 &
1,000	Commercial	100	100	75	5	1 &
2,000	Do. East India Dock Br.	100	100	..	..	1 &
492	Great Dover Str.	..	70	..	2/16	1 &
2,393	Highgate Archway	..	30/8	2	..	—
11,602½	New North Rd. Stock	100	100	..	.	—

LITERARY INSTITUTIONS.

400	Adelaide Gal. of Science	50	..	.	.	—
1,000	London, w. Bronze Tick.	75	75	20½	.	—
1,500	London University	100	100	24½	..	—
700	Russell	25	25	7½	..	—
	King's College	100	100	26	..	—

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